

THIRTY DOLLARS  
PER ANNUM.

**Mails.**

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

(10)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	.....	A. L. Valentini	.....About 27th Sept.	.....Freight or Passage
LONDON, &c.	..... <i>Chusan</i> *	C. L. Daniel, R.N.R.	.....Noon, 28th Sept.	.....Freight or Passage
SINGAPORE and BOMBAY	..... <i>Tientsin</i> †	W. W. Cooke, R.N.R.	.....About 5th Oct.	.....Freight or Passage
YOKOHAMA†	..... <i>Soochow</i> ‡	T. H. Hide, R.N.R.	.....About 4th Oct.	.....Freight only.

\* (See Special Advertisement).

† *Via* SHANGHAI and KORE.      § (Passing through the Inland Sea).

H. A. RITCHIE, Superintendent. 15.

# IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA  
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS;

Steamers will call at **SOUTHAMPTON** to land Passengers and Luggage.  
**N.B.**—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.  
**PROPOSED SAILINGS FROM HONGKONG.**

(SUBJECT TO ALTERATION.)	
STEAMERS.	SAILING DATES.

PREUSSEN.....	THURSDAY, 3rd October.
HAMBURG, Hamburg-Amerika Linie .....	WEDNESDAY, 16th October.
SACHSEN.....	WEDNESDAY, 30th October.
KIAUTSCHOU, Hamburg-Amerika Linie .....	WEDNESDAY, 13th November.
BAYERN.....	WEDNESDAY, 27th November.

STUTTGART.....	WEDNESDAY, 11th December.
KONIG ALBERT.....	WEDNESDAY, 25th December.
PRINZESS IRENE.....	WEDNESDAY, 8th January, 1902.
PRINZ HEINRICH.....	WEDNESDAY, 22nd January, 1902.
PREUSSEN.....	WEDNESDAY, 5th February, 1902.

HAMBURG, Hamburg-Amerika Linie ..... WEDNESDAY, 19th February, 1902  
SACHSEN ..... WEDNESDAY, 5th March, 1902

Shipping Orders will be granted till NOON, on TUESDAY, the 1st October, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 2nd October, and Parcells will be received at the Agency's Office until NOON on WEDNESDAY, the 2nd October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.  
Linen can be washed on board.

**NORDDEUTSCHER LLOYD.**  
For further Particulars, apply to  
**MELCHERS & CO.,**

Hongkong, 21st September, 1901. AGENTS. (22)

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**Hotels.**

# HONGKONG

# HOTEL

HOTEL.

[illegible]

**Military Band dined on Saturday Night.**

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... ..

Hongkong, 15th November, 1900. [23]

**HOTEL CRAIGIEBURN**  
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.  
For Terms, &c., apply to the

Hongkong, 2nd July, 1900. MANAGER.

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W. H. POTTS & CO. [16]

**W. H. POTTS & Co.**  
3, QUEEN'S BUILDINGS.  
WINE, SPIRITS AND CIGAR

WINE, SPIRIT AND CIGAR  
MERCHANTS.  
DIRECT IMPORTERS:

ALHAMBRA CIGAR,  
"KIRIN" BEER,  
HARVEY'S OLD WHISKY

**HARVEY'S OLD VINTAGES**

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## Intimations.

WHAT TO DRINK!  
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND  
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND  
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times  
Champagne Bitters and Whiskey is  
good.

Stick to this advice and you'll  
never know you have a liver.

WATKINS,  
LIMITED.Chemists and Aerated Water  
Manufacturers.

Hongkong, 13th August, 1901. [714c]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.  
\$3.30 per Bag of 250 lbs.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 1st June, 1901. [101c]

KELLY &amp; WALSH, LD.

Sole Agents in China, Japan, the Straits Settlements and the Philippines for the

YOST TYPEWRITERS.

Three record orders have been received for the Yost after that machine has been thoroughly tested against all other makes, which proves it to be THE BEST TYPEWRITER.  
Price \$225.00.  
Hongkong, 2nd September, 1901. [690c]

THE

ROBINSON PIANOFORTE CO.,  
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instruments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [933c]

WE HAVE BEEN APPOINTED  
SOLE AGENTS  
FORMARTELL & CO.'S  
BRANDIES.

	PER CASE
ONE STAR	\$22
THREE STAR	28
V.S. O.P.	44
V.V.S. O.P.	80

H. PRICE &amp; CO.,

Hongkong, 24th September, 1901. [932c]

A. CHEE &amp; Co.

17A, Queen's Road, Central.  
ESTABLISHED 1859.FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses, Cutlery and Dinner Services, Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [977c]

To-day's  
Advertisements.

HONGKONG FOOTBALL CLUB

GENERAL ANNUAL MEETING,  
TO-MORROW,  
(THURSDAY) AFTERNOON,

at  
FIVE O'CLOCK,  
in the  
CRICKET PAVILION.  
F. BROWNE,  
Hon. Sec.  
Hongkong, 25th September, 1901. [1057c]

ZETLAND LODGE.

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zealand Street, on TUESDAY, the 1st October, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 25th September, 1901. [1054c]

CANTON INSURANCE OFFICE,  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (NOON), on THURSDAY, the 17th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th October, both days inclusive.  
JARDINE, MATHESON & CO.,  
General Agents.  
CANTON INSURANCE OFFICE,  
LIMITED.  
Hongkong, 25th September, 1901. [1058c]

PORTLAND AND ASIATIC STEAMSHIP  
COMPANY.

Agents for and in connection with  
THE OREGON RAILROAD AND  
NAVIGATION COMPANY,  
Operating the New First-class Steamships  
"INDRAVELL," "INDRAPURA,"  
and  
"KNIGHT COMPANION,"  
between  
HONGKONG and PORTLAND (OR.),  
calling at SHANGHAI, NAGASAKI, MOJI, KOBE,  
and YOKOHAMA.  
THE Steamship  
"INDRAPURA,"  
will be despatched for PORTLAND (OR.)  
on or about the 14th October, 1901.  
Through Bills of Lading issued to Pacific  
Coast Ports and all Eastern, Canadian and  
United States Ports.  
For through Rates of Freight and further  
Information, communicate with or apply to  
ALLAN CAMERON,  
General Agent.  
Hongkong, 25th September, 1901. [1056c]

HONGKONG, 25th September, 1901. [1056c]

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HONGKONG, 25th September, 1901. [1056c]

To-day's  
Advertisements.NORTHERN PACIFIC STEAMSHIP  
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI AND  
SHANGHAI.

The above Steamer having arrived, Con-  
signees of Cargo are hereby requested to send  
in their Bills of Lading for Countersignature,  
and to take immediate delivery of their Goods  
from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 25th September, 1901. [1057c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,  
LONDON, PORT SAID, COLOMBO  
AND SINGAPORE.

THE Company's Steamship

"INABA MARU,"  
having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godown at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
goods are landed.

Optional goods will be carried on unless  
instructions are given to the contrary before  
4 P.M., TO-DAY.

Goods not cleared by the 1st October, will  
be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in  
the Godowns and Notice of same sent to this  
Office before the 4th October, or claims in  
connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 25th September, 1901. [1055c]

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI.

THE Steamship

"CARINTHIA,"

having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all claims must be  
sent in to the Office of the Undersigned before  
Noon, on the 1st October, or they will not be  
recognised.

No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 1st  
October, will be subject to rent.

Bills of Lading will be countersigned by  
SANDER, WIELER & CO.,  
Agents.

Hongkong, 25th September, 1901. [934c]

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Bottle
ST. ESTEPHE	\$ 6.68	\$ 7.58
ST. JULIEN	9.00	9.60
LA ROSE	12.98	13.92
CHATEAU HAUT BRION LARRIVET	18.60	19.20
CHATEAU MOUTON D'AR- MAILHACQ	21.00	22.20
CHATEAU PONTET CAR- NET	25.00	—
CHATEAU LA TOUR CAR- NET	30.00	—
CHATEAU RAUZAN	42.00	—
CHATEAU LAFITE	48.00	—

These CLARETS are bought direct  
from the leading French growers.  
The lowest priced are of exceptional  
value and guaranteed to be the  
genuine product of the juice of the  
grape.

CHATEAU LA TOUR CARNET,  
CHATEAU RAUZAN AND  
CHATEAU LAFITE

are recommended to the notice of Con-  
noisseurs as high-class after-dinner  
Wines.

We guarantee our Wines and Spirits to be  
genuine only when bought direct from us in  
the Colony or from our authorised Agents at  
the Coast Ports.

A. S. WATSON & CO., LIMITED,  
THE HONGKONG DISPENSARY.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 25, 1901.

## NOTES AND COMMENTS.

## The Collapse Enquiry.

The second enquiry into the Cochran  
Street collapse has come to an end. Mr.  
HAZELAND delivering his decision at the  
Police Court this morning. We cannot say  
that the second enquiry has given much  
satisfaction to the public, for it has still left  
the question of who is to blame practically  
unsettled, but, as the depositions are to be  
sent to the Attorney General, we presume  
that more will be heard of the matter. It  
will be noticed that Mr. HAZELAND is  
unable to come to any decision as to the  
immediate cause of the collapse but gives a  
list of six conditions and circumstances  
which, in his opinion, might have con-  
tributed to it and then goes on to add sug-  
gestions or riders. Throughout the whole  
of the decision nobody is blamed or  
condemned in any way, unless one considers  
the owner of the property to be censured  
by the sixth paragraph, which points out that  
he deviated from the approved plans. There  
is no remark made as to the conduct of the  
architect who prepared the plans, in not  
satisfying himself as to the state of the  
building, nor is there any comment  
upon the fact that such plans were, as was  
shown by the evidence, incorrect. The very  
curious inspection made by the assistants of  
the architect, who apparently took no trouble  
whatever over their inspection of the houses,  
which only occupied a few minutes, is en-  
tirely ignored. Then too, the suggestions  
which deal with the Public Works Depart-  
ment are merely recommendations and do  
not throw blame on anyone. All that they  
do is to point out that the duties of that  
Department should be carried out more  
strictly.

This second enquiry has brought to light  
a good many facts of which the public were  
formerly ignorant. It seems that an archi-  
tect can draw plans which are incorrect and  
which are not carried out after being passed  
and approved. That the mere fact of such  
plans being sent in by such architect is  
taken as evidence by the Public Works  
Department, that everything is in order and  
that it is therefore unnecessary for them to  
inspect the building, at all. Then too, ac-  
cording to the evidence it seems that al-  
though there was no architect in charge of  
the work of putting up the additional storeys  
(which fact should have been known to the  
Public Works Department) no precautions  
of any sort were taken, to see that the work  
was carried out according to the plans ap-  
proved, the whole job being left in the  
hands of the owner and contractor to carry  
on as they pleased. Mr. BOWLEY might  
well say in his address to the Bench that all  
the elaborate machinery of the Building  
Ordinance had been gone through in a

It seems to us that the enquiry has simply  
proved that the Building Ordinance is noth-  
ing more than a dead letter in this Colony.  
Apparently any money grubber can come  
along, buy up some old building, prepare  
an incorrect plan, get it passed by the Public  
Works Department without a hitch, and put  
an extra storey upon his property, which im-  
mediately makes it a death trap. Neither  
the architect nor the officials concerned  
have come out of the enquiry scatheless, for  
although the decision given to-day white-  
washes them to some extent it cannot do  
away with the impression created in the mind  
of every sensible man who has carefully fol-  
lowed the course of the enquiry. The work  
has been scamped from start to finish and we  
do not see that there can be any possible ex-  
cuse put forward in mitigation of this fact. If  
the Director of Public Works was aware of  
the manner in which the business of his de-  
partment was being carried on, it was his  
duty to have made representations to the  
Government on the subject and, in the event  
of such representations being ignored, he  
should have sent in his resignation and laid  
the matter before the public. What our  
officials seem to forget is that they are the  
servants of the public and that they are  
placed in their positions to see that the  
public is protected. Unless they can once  
for all be brought to thoroughly realize this  
fact it will be hopeless to look for improve-  
ment.

After the disgraceful revelations which  
have been made during the last few days at  
the Police Court we think that there is only  
one thing left for His Excellency the Gov-  
ernor to do. He must appoint a commission  
to go thoroughly into the question of the  
Public Works Department, its staff and duties  
and the methods employed in the carrying  
out of such duties. Another Commission to  
enquire into jerry-building is also badly  
needed and should be appointed without  
delay. With the Public Works Department  
thus playing into the hands of every jerry-  
builder and rack-renting landlord, it is to be  
wondered at that Mr. WHITEHEAD asks for  
the appointment of a "thoroughly experi-  
enced officer of first class ability in every  
respect and of considerable professional  
standing" to take charge of that Department  
and put an end to such scandals as the one  
which has just come to light?

## REUTER'S TELEGRAMS.

## FRANCE AND RUSSIA.

London, September 23rd.

The Paris correspondent of the Times  
states that the topics discussed by the Tsar  
and President Loubet were, the positions of  
the two countries in near and far eastern  
questions, the strained relations existing  
between France and Turkey, and Armenian  
affairs.

It is also stated that Russia has signified  
her intention of co-operating with her

COTTAM & Co. for SILK SOCKS and  
PUMPS.strength to the success of French enterprises  
in the Far East.

## THE "COBRA" WRECK.

It transpires that the t-b-destroyer *Cobra*  
sank in seven fathoms of water.

No rock can be found in the vicinity of  
the wreck, and it is now inferred that the  
vessel was lost through simply breaking in  
two.

## LOCAL AND GENERAL.

MR. M. S. NORTHCOTT returned to the  
Colony by the *Inaba Maru*.

THE GENERAL ANNUAL MEETING of  
the members of the Hongkong Football Club  
will be held to-morrow afternoon in the Cricket  
Pavilion at five o'clock.

THE EARL OF DONOUGHMORE, who  
was recently acting as private secretary to H.  
E. the Governor, Sir H. A. Blake, is shortly to  
marry Miss Elena Grace, second daughter of  
Mr. and Mrs. Grace of Porters, Shenley, Herts,  
and 40, Belgrave-square.

FOR STEALING two pieces of lead, value  
\$1, the property of the Hunghom and Whampoa  
Dock Company, on the 24th inst., Wong Hong  
Lun, a boy of 14, was this morning sent to gaol  
for seven days with hard labour, in addition to  
being ordered 12 strokes of the birch.

LI SHU FUN, rent collector, of 204, Holly-  
wood Road, charged Cheung Yuk, a servant  
boy, with stealing \$7.80, and a silver watch and  
chain, value \$10. The evidence heard was of  
great value and the defendant was sentenced  
to a month's hard labour on each charge, the  
sentences to run consecutively.

AN OLD ELM tree at the little Normandy  
village of Tilly has become the talk of Paris,  
says a correspondent of a home paper. A  
servant girl, Marie Mare, claims to have seen a  
vision of the Virgin Mary blessing the tree.  
This was ascribed to an hallucination, but  
Marie declared that the vision had been re-  
peated, and the tree had marvellous curative  
powers which should be tested. On a village  
paralytic who had been bedridden for years. A  
bit of bark was worn by the man as an amulet,  
and he actually improved rapidly. Many other  
cases have been tried even in the hospital, and  
the doctors themselves have been compelled to  
note sudden improvement in the cases without  
medical intervention. The town authorities  
are keeping a record of all the alleged cures.  
Strange to say, the story, as reported by the  
papers, concludes with a statement that Marie  
Mare herself is alone unable to obtain relief  
from the tree, and her strength is failing daily.

THE LATE MR. J. J. FRANCIS, K.C.,  
AND THE SUPREME COURT.

have lost not only an able advocate, but a true  
and personal friend, was fully amplified this  
morning when there was a large attendance in  
the Supreme Court, of both branches of the legal  
profession to pay a tribute of respect to their  
late leader, Mr. J. J. Francis, K.C., whose  
sudden death is mourned throughout the whole  
of the Colony.

The Acting Chief Justice (The Hon. A. C.  
Wise) presided, and was supported on the  
Bench by the Acting Puisne Judge (Mr. Ser-  
combe Smith). There were present in the  
body of the Court, the Acting Attorney Gen-  
eral (The Hon. H. E. Pollock), Hon. Dr. Ho  
Kai, and Messrs. F. B. L. Bowley, J. J.  
Reece, H. H. J. Gompertz, F. A. Hazeland,  
C. A. D. Melbourne, E. Robinson, E. H.  
Sharp, F. X. D'Almeida e Castro, F. C. Bar-  
low, E. A. Bonner, V. H. Deacon, P. W. Gold-  
ring, E. J. Grist, J. S. Harston, J. Hays, H. J.  
Holmes, H. Hursthouse, K. W. Mounsey, E.  
C. Pontifex, O. D. Thomson, S. W. Tso, Wei  
On, F. D. Wilkinson, G. C. C. Master, C.  
Hastings, C. Ewens, and others.



## THE PUBLIC WORKS DEPARTMENT.

MR. WHITEHEAD'S VIEWS.

We have received the following correspondence between the Hon. T. H. Whitehead and the Government for publication:—

Hongkong, 3rd September, 1901.

Dear Sir Henry Blake,—With reference to the following Resolution, of which I have given notice, viz:—

"That in the opinion of this Council a thoroughly experienced officer of first-class ability in every respect and of considerable professional standing should be secured to fill the office of Director of Public Works, and that this Council would willingly entertain any proposals which might be made by the Government for the provision of a better salary than that hitherto paid."

I understood from your Excellency's remark that you were undecided as to whether the motion was in order, but in the hope that you will allow it, I venture to now make the following remarks, as the next meeting of Council may not take place for some time.

The Public Works Department is the greatest expending Department of the Government. The duties devolving on the Director of that Department are very responsible and most important.

Those difficult and arduous duties must steadily increase year by year with the material progress and the ever expanding commerce of the Colony. If the plague can be kept away from Hongkong there is practically no limit to the further expansion of the trade of the port, which may safely be said to be yet in its infancy.

The development of the New Territory in the Kowloon Peninsula (on which \$736,571.34 of public money has been expended from 1898 to 30th June last) must add largely to the duties of the Director of Public Works.

The work of the office is now so vast in the aggregate that it appears to have already outgrown the capacity of any one man, however able, industrious, or energetic he may be.

In short, the time appears to have arrived for the separation of purely sanitary and municipal work from the public works of the Colony. It is growing more evident every day that the granting of municipal powers to the tax-payers cannot be much longer delayed.

In the interests of the trade and the shipping of the port I am convinced of the imperative necessity of now securing and appointing a thoroughly experienced officer, first-class in every respect and of considerable professional standing, to take charge of the Public Works Department and of the ever increasing duties devolving on that Department in respect of roads, streets, buildings, sewerage, water-works, reclamations, and the many important public works now in progress and in contemplation.

A better salary than that hitherto paid is indispensable, and the Council should willingly vote the same.

Yours very truly,  
(Signed) T. H. WHITEHEAD.

His Excellency Sir Henry A. Blake, G.C.M.G.

Government House,

Hongkong, 5th September, 1901.

Dear Mr. Whitehead,—I quite recognise the important work to be performed by the Director of Public Works as an administrative official, and I have no doubt that this is fully realised by the Secretary of State, in whose hand the appointment rests. I cannot, however, agree with you that the work of this small Colony cannot be properly supervised by one Director of Public Works, a task that is being successfully performed, in Colonies in which much larger works are being carried out than here.

The question of a Municipality will not, I take it, be affected by the appointment of any Director of Public Works, who may be selected by the Secretary of State. Should that question come forward, it will doubtless be considered by His Majesty's Government on its merits, on which I do not desire at present to offer any opinion.

Yours very truly,  
(Signed) HENRY A. BLAKE.  
The Honourable T. H. Whitehead.

Hongkong, 7th September, 1901.

Dear Sir Henry Blake,—Yesterday afternoon I was favoured with your letter of 5th instant, in reply to my communication of 23rd idem, and take due note of your Excellency's remarks. It is a fact (1) that plague has been epidemic in Hongkong for six consecutive years, (2) that plague has entailed quarantine on the shipping of the port and disastrous results on the commerce of the Colony, (3) that there is considerable overcrowding in several of the districts in the City, (4) that there is insanitation, defective sewerage and drainage, and (5) that there are evidences in existence in Hongkong of jerry-buildings.

There was the collapse or tumbling down of Nos. 32 and 34, Cochrane Street on the night of 14th ult., which resulted in the death of forty-three persons and injury to many others. In regard to the latter collapse and the consequent deplorable loss of life, an enquiry under Ordinance No. 7 of 1886 was held at the Magistracy, but the said enquiry, as reported in the local press, cannot be regarded as in any sense complete or satisfactory, while the Magistrate's decision appears to me to be equally incomplete and unsatisfactory. The enquiry has failed to show who is responsible for the jerry-building or the faulty construction of the said two houses, the collapse of which entailed the loss of forty-three lives? It seems to me that your Excellency would do well to cause the enquiry to be reopened with the object of getting at the real facts and the primary cause of the collapse of the two houses, also of ascertaining the person or persons responsible for the grievous loss of forty-three lives.

COTTAM & CO. LATEST SHAPES IN LINEN COLLARS.

Will your Excellency kindly cause me to be furnished with a copy of the Magistrate's decision in question, instead of my having to wait for it until the next meeting of Council?

The local conditions prevailing generally are undoubtedly exceptional, and in many respects far from satisfactory. In addition to the preceding facts, it appears to me that there are other good and sound reasons which would fully justify the Colonial Government urging by telegram on the Secretary for the Colonies the imperative necessity of now securing and appointing a thoroughly experienced officer, first-class in every respect and of considerable professional standing, to take charge of the Public Works Department and of the ever increasing duties devolving on that Department in respect of roads, streets, buildings, sewerage, water-works, reclamations, and the many important public works now in progress and in contemplation, connected with the sanitation of the Colony. In consequence of the general increase in wages and the substantial increase in the cost of living which have recently taken place in Hongkong, I respectfully submit that a thoroughly efficient and capable officer cannot now be obtained at the salary of the office hitherto paid.

Yours very truly,

(Signed) T. H. WHITEHEAD.

His Excellency, Sir Henry A. Blake, G.C.M.G.

Government House,

Hongkong, 9th September, 1901.

Dear Mr. Whitehead,—H.E. the Governor desires me to acknowledge the receipt of your letter of the 7th inst., in reply to his letter of the 5th inst. His Excellency wishes me to say that it would be inconvenient to deal with the matters mentioned in your letter by private correspondence, and to suggest that your requests should be made through the Colonial Secretary, when they will be dealt with in the usual course.

I am to inform you, however, that the matter of the collapse of the houses is being very carefully looked into.

I am,

Yours sincerely,

(Signed) W. L. WARREN.

The Honourable T. H. Whitehead.

Hongkong, 12th September, 1901.

Dear Captain Warren,—Your letter of 9th inst. duly reached me, in which you intimated that His Excellency the Governor desired you to acknowledge receipt of my communication of 7th idem. I beg to express my thanks for His Excellency's reply, and may be permitted to remark that the correspondence on these public questions, which deeply concern the interests of the community, can scarcely be regarded as private. I propose in due course to forward a copy of the letters to the local press for publication, for the information of the members of the Hongkong General Chamber of Commerce, whom I try to represent.

I remain,

Yours very truly,

(Signed) T. H. WHITEHEAD.

Captain W. L. Warren, R.A., Private Secretary, Government House.

Colonial Secretary's Office,

3rd September, 1901.

Sir,—I am directed by the Governor to inform you that His Excellency having considered very carefully the terms of the resolution concerning the office of Director of Public Works, of which you gave notice at the last meeting of Legislative Council, has come to the conclusion that it is not in order and cannot be submitted to the Legislative Council. I beg to ask whether His Excellency objects to the principle of the resolution or merely to the wording thereof. If the latter, will you be so good as to let me know what modification of its terms would render it in order in the opinion of the President of the Council?

I observe that you have marked your communication confidential, which I presume has been done in error, as the same cannot be regarded as in any sense confidential. In the public interests I have given notice of a Resolution, but it appears I am to be debarred from bringing the resolution forward in Council. The Members of the Chamber of Commerce whom I try to represent are surely entitled to know the ruling of the President of the Council on the point, and I shall be glad to learn that the word "confidential" has crept into your letter by mistake.

Yours truly,

(Signed) T. H. WHITEHEAD.

C. Clementi, Esq., Acting Clerk of Councils.

Colonial Secretary's Office,

11th September, 1901.

Sir,—In reply to your letter of the 7th inst., I am directed by the Governor to inform you as to the advisability of appointing an experienced officer of considerable professional standing, such appointments are in the hands of the Secretary of State and not of the Legislative Council, and it is not competent for an official member to propose a resolution to the Legislative Council involving expenditure of revenue.

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COTTAM & CO. LATEST SHAPES IN LINEN COLLARS.

In reply to the second paragraph of your letter, I regret that my letter of the 3rd instant was marked confidential by a clerical error. I have the honour to be, Sir,

Your obedient servant,

(Signed) C. CLEMENTI.

Acting Clerk of Councils.  
The Honourable T. H. Whitehead.

## THE COCHRANE STREET COLLAPSE.

MAGISTRATE'S DECISION.

At the Police Court, this morning Mr. Hazland gave his decision upon the evidence taken in connection with the re-opened enquiry into the collapse of Nos. 32 and 34, Cochrane Street. It was as follows:—

The evidence in this enquiry does not disclose what was the immediate cause of the collapse of No. 32 and No. 34, Cochrane Street on the night of the 14th day of August, 1901.

The following conditions and circumstances, in my opinion, probably contributed to the said collapse:—

(1.) The existence of a Blacksmith's shop on the ground floor of No. 32, Cochrane Street. It was proved in evidence that vibration has a tendency to weaken the walls of a house.

(2.) On the ground floor of No. 34, Cochrane Street was a cockloft used by the tenant, who was a contractor, for storing beams and planks.

(3.) The defective construction of the party wall between No. 32 and 34, Cochrane Street. It was proved in evidence that the said party wall was badly bonded, and that the heart of the said wall was hollow and filled in with small pieces of bricks.

(4.) The existence of an extra storey, which was put on each of the said houses 6 or 7 months prior to the collapse.

(5.) That the showery weather prior to the collapse, hot one hour and then a heavy shower, would have caused considerable contraction and expansion of the material, and, acting on the old walls, would have considerably tended to the collapse.

(6.) That there was a deviation by the owners from the approved plans while altering the same two houses. The principal deviation being the building of an arch instead of a wall, and the total absence of internal cross walls.

Putting myself in the position of a Coroner's jury I make the following suggestions or riders:—

(a.) That the existence of Blacksmith's shops under tenement buildings should be prohibited.

(b.) That all cocklofts used for storing heavy material be also prohibited.

(c.) That all buildings or work under the Building Ordinance be carried out under the superintendence of a European Architect.

(d.) That the provisions of Section 72 of the Building Ordinance, which casts upon the Director of Public Works the responsibility and duty of approving only of such alterations, and additions to old work or buildings as will render the building with the said alterations and additions absolutely safe (except in cases where the whole of such work or buildings including the old portion of the structure when completed complies with the provisions of the Ordinance), be carried strictly into effect.

(e.) That the provisions of section 75 of the Building Ordinance, which casts upon the Director of Public Works or officers deputed by him the imperative duty of entering, inspecting and surveying every building work during its progress for securing the due observance of the provisions of this Ordinance, be carried strictly into effect.

(f.) That the staff of the Public Works Department at present employed to carry out the provisions of the Building Ordinance is insufficient, and ought to be increased without delay.

After reading the decision, his Worship said he proposed to send the depositions and the riders to the Attorney-General.

Mr. Bowley.—As to the exhibits, will they be attached to the depositions?

His Worship.—I think we had better keep them. They will be required later on.

## THE OPENING MATCH OF THE CRICKET SEASON.

Although unavoidably clashing with the date fixed for the Gymkhana meeting, viz., Saturday, September 28th, the opening match will be sure to be well attended to see how the players are shaping. The two sides XXII versus XI will be picked from the following:—

XXII.

L. E. Lammert  
B. E. Hanson  
W. R. Robertson  
A. Humphreys  
T. J. Wild  
P. W. Goldring  
B. W. Grey  
J. H. Smyth  
Dr. Atkinson  
Major Buttanshaw  
E. H. Carpenter  
C. Paul Chater  
C. G. Danby  
E. L. Libeaud  
W. G. Worcester  
E. J. Davies  
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R. J. Gerrard  
J. Hooper  
J. P. Jordan  
Capt. Radcliffe, R.E.  
Lieut. Browne, R.E.  
Lt. Stevens, R.E.  
J. Brown  
Grant Smith  
G. W. Woodcock  
Capt. W. Corporal Letten, R.A.

XI.

Major Dorehill, R.A.  
Capt. Waymouth, R.A.  
F. Maitland  
H. Arthur  
A. Mackenzie  
R. E. E. Krickensbeck,  
22nd B. I.  
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## Intimations.

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED, (IN LIQUIDATION).

NOTICE is hereby given that a FIRST and FINAL DIVIDEND of 24 cents per Preference Share will be PAID. Shareholders are requested to send in their Preference Shares at their earliest convenience to the Undersigned, whereupon Payment of the above Dividend will be made.

M. BENNECKE, Liquidator.

Hongkong, 23rd August, 1901. [907]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office on SATURDAY, the 28th instant, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 28th instant, both Days inclusive.

DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 18th September, 1901. [1029c]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-EIGHTH ORDINARY YEARLY MEETING OF THE SOCIETY will be held at the HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 10th October, 1901, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Accounts for the year 1900 and for the half year ending the 30th June, 1901, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to 10th October, both Days inclusive.

By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, 16th September, 1901. [1033c]

## NOTICE.

A DINNER will be given to the Members of THE STRAITS AND SIANGHAI CRICKET TEAMS during the week ending 16th November, at the CITY HALL.

SUBSCRIPTION \$10.

It is for Subscription will be exhibited at THE HONGKONG CLUB and THE CRICKET CLUB, or Names may be sent in to the Undersigned.

E. GUMPERT, C/o Messrs. CALDER, MACGREGOR & Co. Hongkong, 23rd September, 1901. [1045c]

## WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to THE MANAGER, CRAIGIEBURN HOTEL, Hongkong, 8th August, 1901. [852c]

IMPERIAL BANK OF CHINA.

## WANTED.

AN EXPERIENCED MAN of business to Act as COMPTROLLER from next China New Year. Full Particulars can be obtained on application to the Undersigned.

By Order of the Board of Directors, E. W. RUTTER, Manager. [812c]

Hongkong, 30th July, 1901.

## WANTED.

A CHINESE DRAUGHTSMAN, who is a good Tracer and accustomed to making Ship Drawings. Applications to be made in writing to the Chief Constructor.

J. BLACK, Chief Constructor.

Hongkong, 21st September, 1901. [1040c]

## WANTED.

A CHINESE or PORTUGUESE at once, as an ASSISTANT BOOKKEEPER. Salary \$35 to \$40. Apply personally to—

H. RUTTONJEE, Hongkong, 6th September, 1901. [980c]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S HAUTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

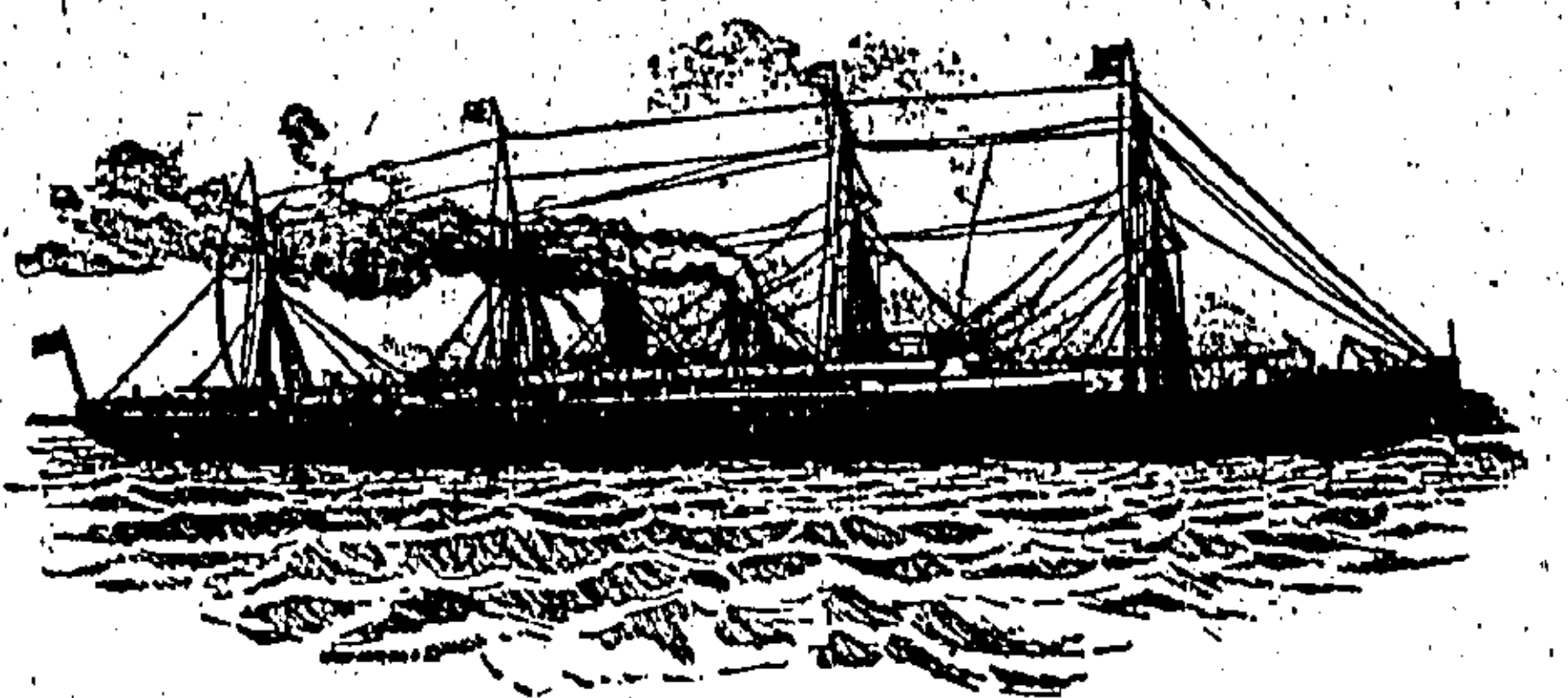
SOLE AGENTS for FERGUSON'S SPECIAL CREAM and F. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SH



## Mails.

## U.S. MAIL LINES.



## PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"ALGOA" (P. M. S. S. Co.)	On or about the 5th October.
"CHINA"	SATURDAY, 19th October, at Noon.
"DOBIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.

Via Moji, Kobe and Yokohama.

THE O. & O. Company's Steamship "GAELIC," will be despatched for SAN FRANCISCO, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, the 2nd October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

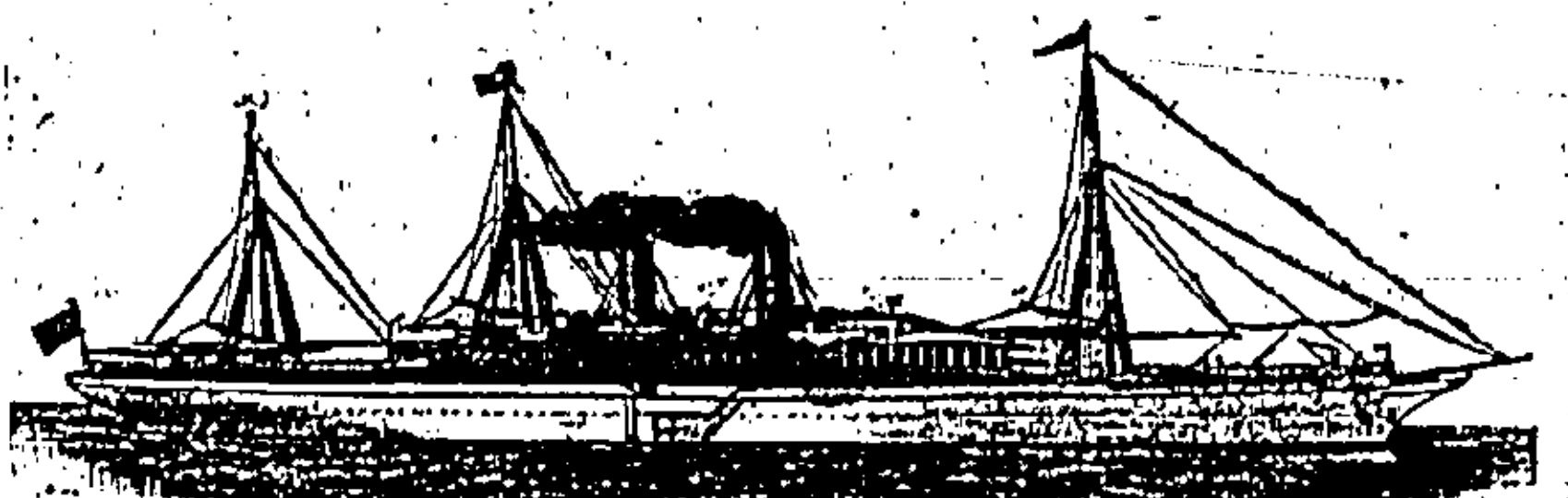
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 25th September, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 23rd October.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 20th November.  
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. ...WEDNESDAY,

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Peider's Street.

Hongkong, 25th September, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STREAMERS	DESTINATIONS	SAILING DATES
ARABIA	HAYRE AND HAMBURG.	5th Oct. Freight.
Sachs	(Calling at SINGAPORE and COLOMBO).	
KOENIGSBERG	HAYRE, BREMEN AND HAMBURG.	19th Oct. Freight and Passengers.
Christiansen	(Calling at SINGAPORE and PENANG).	
BAMBERG	HAYRE AND HAMBURG.	2nd Nov. Freight.
Jacobs	(Calling at SINGAPORE and COLOMBO).	
SEGOVIA	HAYRE AND HAMBURG.	16th Nov. Freight.
Forck	(Calling at SINGAPORE and PENANG).	
MARBURG	HAYRE AND HAMBURG.	30th Nov. Freight.
von Bieker	(Calling at SINGAPORE and COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 25th September, 1901.

## Insurances.

"L'UNION"  
FIRE INSURANCE COMPANY, LD.  
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,  
Agent.

Hongkong, 14th July, 1901.

7112

"The Time to get  
Cake is When it  
is Passing."

The time to take life insurance is when you can get it. One day you are insurable—the next you cannot secure insurance at any price. Do you know when your day will come? Do you know that it isn't to-day?

For rates and full particulars apply to

F. KIENE,  
The  
Equitable Life Assurance  
Society,  
Hongkong.

Hongkong, 20th September, 1901.

6995c

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.  
Hongkong, 28th Mar., 1896.

## To be Let.

TO LET.

(From 1st August next).

## NO. 3, ORMSBY TERRACE.—KOWLOON.

Apply to

PUN HUNG,  
85, Queen's Road Central,  
Hongkong, 17th July, 1901.

TO LET.

## NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to—

SANG KEE,  
208, Des Vaux Road Central,  
Hongkong, 5th September, 1901.

TO LET.

## NO. 1, STEWART TERRACE.—THE PEAK.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901.

TO LET.

## GODOWN—No. 5A, DUDDELL STREET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901.

TO LET.

## A HOUSE in RIFON TERRACE.

Apply to

"THE RETREAT," MOUNT KELLET.  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901.

TO LET.

## For Sale.

## A SPECIAL SALE

WILL BE HELD AT THE ITALIAN CONVENT, on behalf of the poor Orphans from the 23rd instant, at 2 P.M., to the 25th, of Ladies' and children's underclothing and other useful and embroidered articles suitable for birthday presents &c.

The prices will be marked on every article. The Superintendents hope to receive and merit a large share of public patronage.

ITALIAN CONVENT,  
20 Caine Road,  
Hongkong, 9th September, 1901.

FOR SALE.

## SEVERAL MODERN BOOKS on Engineering Subjects.

For List, apply

"STEAM,"  
C/o The Hongkong Telegraph,  
Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

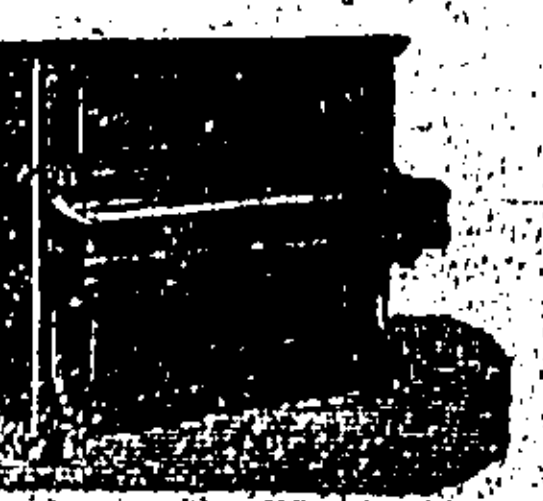
## A COTTAGE PIANO by BORD, of PARIS.

Three years old, in Excellent Condition.  
For Price, &c., apply to

THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901.

THE

ROBINSON  
PIANO CO., LIMITED.BEST VALUE IN  
PIANOS.

MONTHLY PAYMENT SYSTEM

Hongkong, 10th August, 1901.

6971c

## THE DOUGLAS STEAM-SHIP CO., LIMITED.

The following is the Report for presentation to the shareholders at the eighteenth ordinary general meeting, to be held at the offices of the Company, on Saturday, the 28th day of September, 1901, at noon:—

The General Managers have now to submit to the Shareholders, their Report on the Eighteenth year's working of the Company, ending June 30th, 1901.

With regard to the Debit Balance of last year, to meet which a sum equivalent was to be transferred from the Reserve Fund to credit of Profit and Loss Account, the General Managers, after taking counsel's opinion, found that the Articles of Association did not permit a transfer from Reserve Fund to meet losses, except only such sums as had been expended in upkeep, maintenance and repairs of steamers during the year.

The sum, therefore, of \$57,288.31, which was the amount expended on this account during that year, has been transferred from Reserve Fund to the credit of Profit and Loss Account.

After paying all running expenses, premia of insurance, remuneration to the Consulting Committee and Auditors' fees, there remains a net profit of \$101,087.78: arrived at as follows:—

Profit on working for the year ..... \$109,208.26  
Add amount transferred from the Reserve Fund, being Cost of Repairs, Upkeep and Maintenance of Steamers during the year ended June 30th, 1900 ..... 57,288.31

Deduct Debit Balance brought forward from 30th June, 1900 ..... \$166,496.57

Net profit ..... \$101,087.78

Reserve Fund therefore is now \$173,899.07 after the transfer of the above sum of \$57,288.31.

The net profit, as above, it is, with the approval of shareholders, proposed to appropriate as follows:—

To write off, \$41,087.78 from the Book values of the Company's property on 30th June last, and to pay a dividend of 6% on the Capital of the Company, which will absorb a further \$60,000.00.

The General Managers and Consulting Committee venture to hope that the result will be considered satisfactory, in view of the low and unremunerative rates which have continued to rule on cargo to and from the Coast and Formosa, coupled with the high price of fuel.

During the year, several of the Company's steamers have been chartered at times to the Government, to which fact is due a very large part of the profit now shown.

A keen competition is still carried on by the steamers of the Osaka Shosen Kaisha, who have, in addition to their steamers running to Formosa, placed a regular boat on the Foochow line, thereby cutting into the Company's trade with that port. The General Managers have from time approached the management of this line, with the view of advancing rates on the coast and at Tamsui, but up to the present no satisfactory arrangement has been come to.

The steamers of the Company have been maintained in a state of thorough efficiency, and are in first class order.

The amounts appearing as freights due and accounts receivable on 30th June, have all been collected, with the exception of a sum of \$13,727.16, still due from the late Amoy Agents, which is gradually being reduced, and against which the Company has ample security.

CONSULTING COMMITTEE.

Since the last General Meeting, the Hon. J. J. Keswick, and Mr. J. A. Mackay have resigned their seats, and the Hon. J. J. Bell-Irving and Mr. C. H. Thompson have been invited to fill the respective vacancies on the board. The Committee now consists of Messrs. R. Shewan, C. S. Sharp, C. H. Thompson, and the Hon. J. J. Bell-Irving, who all retire in terms of the Articles of Association, but, being eligible, offer themselves for re-election.

AUDITORS.

Mr. J. H. Cox, having resigned his position as auditor, Mr. W. H. Potts has been asked to fill the vacancy. The present accounts have been audited by Messrs. W. H. Gaskell and W. H. Potts who retire, but offer themselves for re-election.

DOUGLAS LAPRAK & Co.,  
General Managers.

## LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday, the 26th September, at 3 p.m.

BUSINESS.

1. Financial Minutes. (Nos. 57, 58 and 59).
2. Report of the Finance Committee. (No. 9).
3. The Governor recommends the Council to vote a sum of Fifty thousand Dollars (\$50,000) being a Government Grant in aid of the Queen Victoria Memorial Fund.
4. Report of the Public Works Committee. (No. 5).
5. Sanitary Bye-laws (Prevention of Epidemic, Endemic or Contagious Disease).
6. Sanitary Bye-laws (Disinfection of Infected Premises).
7. Questions by the Hon. T. H. Whitehead:—
  - (i) Will the Honourable the Director of Public Works lay upon the Council table, a statement showing—
    - (a) The number of buildings in the Colony, which have fallen down, from 1st January, 1895, to 16th instant (August).
    - (b) The names of the owners of the said buildings;
    - (c) The number of deaths caused thereby;
    - (d) The number of Coroners' enquiries held in connection with such deaths?

G. GIRAULT for TABLE DELICACIES.

G. GIRAULT FRESH GOODS by every MAIL.

G. GIRAULT WINE AND SPIRIT MERCHANT.

G. GIRAULT.

G. GIRAULT.

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(5) The number of prosecutions, if any, instituted as the result of the said enquiries; and

(6) The causes, so far as ascertained, which have contributed to the tumbling down in each case, and, if the collapse of any or all of the buildings in question have resulted from defective construction, will the Honourable Member inform the Council:—

(1) What precautions, if any, have been taken to prevent the erection of such buildings in the future? and

(2) What precautions, if any, have been taken to prevent a recurrence of a like calamity attended with such heavy loss of life as that which occurred in Cochrane Street on 14th instant in connection with buildings already in existence?

(3) Will the Honourable the Colonial Secretary inform the Council of the approximate number of fishermen employed in taking coral and shells from the sea adjoining the New Territory, and the names of the places where and about the extent of ground over which such fishing is carried on?

8. Notice of Question by the Hon. T. H. Whitehead:—

Will the Honourable the Attorney General lay upon the table a copy of the depositions taken by the Magistrate at the enquiry, held at the Magistracy on 30th August last under Ordinance No. 7 of 1889, into the death of forty-three persons consequent upon the collapse or tumbling down of houses Nos. 32 and 34, Cochrane Street, on the night of 14th idem, together with a copy of the Magistrate's decision or finding thereon?

ORDERS OF THE DAY.

1. First reading of a Bill entitled An Ordinance to apply, a sum not exceeding Three million Seven hundred and Forty thousand Four hundred and One Dollars and Sixty-one Cents to the Public Service of the Year 1902.

2. First reading of a Bill entitled An Ordinance to amend An Ordinance entitled The Weights and Measures Ordinance, 1885, (No. 8 of 1885).

3. First reading of a Bill entitled An Ordinance to amend The New Territories Land Court Ordinance, 1900, (No. 18 of 1900).

4. First reading of a Bill entitled An Ordinance to amend the Public Health Ordinance, 1901, (No. 13 of 1901).

5. First reading of a Bill entitled An Ordinance relating to Copyright in Works of the Fine Arts, and for repressing the Commission of Fraud in the Production and Sale of such Works.

6. First reading of a Bill entitled An Ordinance to amend Ordinance 15 of 1887, and to remove any doubts as to the validity of any matters done under it.

7. Second reading of the Bill entitled An Ordinance to further amend the Jury Consolidation Ordinance, 1887.

8. Second reading of the Bill entitled An Ordinance to amend The Probates Ordinance, 1897, (No. 3 of 1897).

9. Second reading of the Bill entitled An Ordinance to amend The Merchant Shipping Consolidation Ordinance, 1899, (Ordinance 36 of 1899).

10. Second reading of the Bill entitled An Ordinance to amend the law relating to the manufacture of gunpowder and of fireworks, and to regulate the sale and conveyance of gunpowder.

11. Third reading of the Bill entitled An Ordinance to validate Crown leases heretofore made of Foreshore and submerged Lands within the territorial waters of the Colony for reclamation and other purposes and to legalize and facilitate the making of such leases hereafter.

12. Third reading of the Bill entitled An Ordinance to amend and consolidate the Laws relating to Stamps and Stamp Duty in the Colony of Hongkong.

A meeting of the Finance Committee will be held immediately after the Council.

## OUR LONDON LETTER.

(From Our Own Correspondent.)

LONDON, August 23rd.

PARLIAMENT.

The conclusion of the first Session of His Majesty's first Parliament came with hardly less satisfaction to the public at large, than to the weary legislators themselves. There can be little doubt that the general dissatisfaction over the conduct, if rather the misconduct of the national business, which has characterized the deliberations of Parliament during the last year or two, is steadily increasing. Whether it will find expression in any reform to be introduced next session, by His Majesty's Government is difficult to say, because the Cabinet itself has come to no decision. The introduction of a Redistribution Bill, having for its real object the reduction of the existing disproportionate representation of Ireland, would possibly receive the support of a section of the Radical party, because it would almost certainly involve the abolition of the Universities' seats, nine in number, and all held by Unionists. Whether this is so or not, a considerable number of Conservatives have unofficially expressed their anxiety that for the present all schemes for the reform of Parliamentary representation should stand over, even at the cost of more wasted time next session. Under these circumstances, unless the country speaks with no uncertain voice, the projected Redistribution Bill may not be introduced till the Autumn session of next year.

Mr. Chamberlain now counts on the support of some fifty members of the Opposition on all South African questions, for despite the Reform Club meeting, Mr. Asquith, Sir Edward Grey and their following are clearly dissociated from the remainder of what calls itself the Liberal party on all Imperial matters. This may be the result of the fact that the Liberal party, while it absolutely destroys what possibility the obstructionists allow to remain of the rapid transaction of business (by increasing the number of members who feel compelled to speak at length on every subject so that all Parties in the House may find expression of their views) is by many thoughtful persons believed to mark a transition in English Political Theory. Broadly speaking, considerations of internal policy and progress have been in the past, and are nominally in the present, responsible for the distinction between the two great parties of the State.

In the not far distant future the cleavage will rather be between those who stand for the expansion and development of the whole Empire—the Imperial spirit politically and commercially—and those who desire to direct national effort and outlay, towards the protection and advancement of the British Isles only. With the advent of this new departure, the somewhat pitiful brackets, which Lord Rosebery recommended to the Liberal (Imperial) Party will fall away, and an open and uncompromising attitude on the fundamental question will make for vigorous and for mutual respect all round, while men will retain their right to differ, and divide into "cross" groups, on matters internal and nonessential.

The only point in the King's speech proroguing Parliament, except a question of grammar, which appears to excite more than "common-place" comment is the allusion to "my dominions overseas," which is supposed to indicate His Majesty's determination to adopt that form in the new addition to the royal title.

THE WAR.

The week's war news is of considerable interest, including as it does—Lord Kitchener's long despatch dealing in great detail with the operations, respecting which he has hitherto sent only brief telegrams. The chief value of the document lies in the final paragraphs, which present, in a few blunt sentences, the view of an experienced soldier on the nature and quality of the Boer resistance, and which indicate tolerably clearly, that in his opinion the enemy should no longer be conceded belligerent rights. But South African affairs have been within the last few days illustrated by other means than by Lord Kitchener's despatch. Following on the suggestion that Mr. Kruger should authorise privateers to indulge in a little private naval brigandage, on his, and their own account, come details of the negotiations of Dr. Leyds, and his entourage for the purchase of all the French guns now on view at the Earl's Court Military Exhibition. The manufacturer has expressed himself willing, provided his price is paid down, and the Exhibition authorities allow him to cancel his contract. It remains to be seen if either of these conditions can be fulfilled, and if so, what the English Government will have to say in the matter. Finally, after all these difficulties are disposed of there will still remain the question, by what means guns could be landed for the Boers in South Africa?

The publication of "My Life's Record" gives a most suggestive insight into the devious methods by which the pro-Boer Press campaign has been conducted, and such little affairs as this of the French guns arranged, by those who regard all weapons, as lawfully to be used against an opponent. These confessions, as the book might well be called, of the Transvaal agent Mr. Reginald Statham, should be read by everyone



The money for purchase was entirely subscribed by children, two of whom were deputed by the rest to offer the gift for the Royal acceptance. The speech of the Duke, on this as on other occasions, is stated to have been most happy but the text has not yet reached England.

An incident of the week which has aroused much discussion among journalists, and which it is difficult to entirely disconnect from South African affairs, is the retirement of Mr. Lehmann from the Editorial chair of the *Daily News* which he has occupied something less than seven months. When interviewed subsequently, Mr. Lehmann informed the reporter that his withdrawal was not concerned with any question of public policy, neither did it arise from dissatisfaction on the part of the proprietors with his conduct of the journal; but entirely out of a difference with the directors over matters of management. Nevertheless there have been found observant critics, who assert that a modification of the present Pro-Roe campaign will shortly be inaugurated. Pending the appointment of a new Editor which is awaited with much interest, the duties of that post are being discharged by the manager.

The issue yesterday of the China Blue Book giving all the correspondence which passed between the Governments of Great Britain and Russia, would, at any season but the present, have provoked much interest. It is abundantly clear that in the Taku railway affair Lord Salisbury acted with unwonted promptitude and decision—the very working of the inquiry addressed by the British Charge d'Affaires in St. Petersburg, to Count Lamsdorff, suggested that twisting the Lion's Tail would not be permitted on that occasion.

"The Russian military authorities claim the whole railway from Taku to Peking. I have therefore received instructions from the Marquis of Salisbury, to request Your Excellency to favour me with an explanation of this proceeding." Her Majesty's Government have further been informed that the rolling stock of the railway is being painted, by the Russian military authorities, the same colour as the rolling stock of the Siberian railway. I am in consequence instructed to request that Your Excellency will be so good as to cause an inquiry to be made as to this proceeding, against which Her Majesty's Government must strongly remonstrate.

The reply of the Russian Government, as set forth in the Blue Book—was one seen it now when the friction is over—purely humorous. Count Lamsdorff announced that he had communicated with Admiral Alexieff, commanding on the Chinese Station, and he had made answer that "so far as he knew" the colour of the rolling stock had not been altered. Quite so, but then the Admiral at Shanghai was not in a position to know anything about it, and Count Lamsdorff did not think to ask the Russian General who controls the Railway, and who was actually responsible, if any painting had been done.

Later on, the step, whether all these subtleties led, was at length taken, and the right of conquest put forward as the basis upon which the Russian Army came in possession of the railway. The Foreign Office took prompt measure, and so uncompromising was the message put into the lips of our Charge d'Affaires that Count Lamsdorff at once understood that the bluff of his subordination was unavailing. Forthwith the graceful retirement was commenced, which culminated in the peaceful transference of the disputed property to its British owners on the 25th of January.

With all the correspondence in hand it is impossible not to realize that Lord Salisbury's Government acted throughout these difficult negotiations, with firmness, foresight, and tact; and that much credit was due to those specially concerned, for the considerable measure of success actually attained.

It is not often that the appointment of a Bishop to a home See excites so much interest in China, as will undoubtedly be felt over the announcement that Dr. Moule has been selected to succeed Dr. Westcott at Durham. Dr. Moule, who is brother of the Bishop of Mid-China, is a man of great social charm, a keen cyclist, and before all else a ripe and brilliant scholar. Classics, Theology, Science, and Literature all come to him alike easily, and it may well be that this catholicity of intellectual taste is partly responsible for his broad-minded views on church subjects, and that great toleration for the opinions of others, combined with clear cut definiteness of doctrine on his own part, which so distinguishes Dr. Moule.

To pass at one bound from grave to gay, I must conclude with two small items of news over which London is smiling.

The German Crown Prince is officially announced to be heart-whole, parish the thought of English matrimonial entanglements.

Sussex scored 560 runs for the loss of five wickets only, against invincible Yorkshire; C. B. Fry contributing 209 and Killick 200; while the Champions going in, on an unpropitious wicket, were all dismissed for 94. It was a great day for Brighton.

#### UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Alislie, Mrs. Linke, F. H.  
Atkinson, J. L. Linley, W. J.  
Allard, Rev. T. Leonard, M.  
Alexander, M. R. Lester, H.  
Anderson, E. McLean, A. E.  
Augustin, C. Miller, O. H.  
Almeida, P. J. Marshall, C. W.  
Anderson, W. H. Mills, S.  
Achoa, O. A. Maipang, W.  
Anderson, C. M. N. Mills, S. C.  
Baret, Mr. Mitchell, W. T.  
Breiter, Hy. Mundie  
Burke, Rev. P. C. Mullary  
Burger, L. W. Mary  
Brown, A. J. D. D. Maule, H. L.  
Babonness, Macdonald

G. GIRAULT'S GREAT SPECIALTY. COFFEE ground on the PREMISES.

Bohmer, P. W. Macario  
Brown, F. W. Macario  
Brown, P. A. R. C. A. Macario  
Bennet, Major, F. W. Macario  
Brownell, N. Macario  
Beauchamp, J. W. Macario  
Baikof, H. Macario  
Bertram, W. Macario  
Browne, E. A. Macario  
Baylis, F. Macario  
Beaseley, J. H. Macario  
Banyard, F. Macario  
Harrington, J. Macario  
Cramer, R. B. Macario  
Chinichiole, G. N. Macario  
Cavill, Miss A. Macario  
Cully, A. G. Macario  
Campbell, H. Macario  
Collins, M. Macario  
Crowley Macario  
Cost, Francisco Macario  
Cruz, Miss C. Macario  
Combes, G. Macario  
Cunta, C. Macario  
Clydesdale Macario  
Cotterell, L. Macario  
Copolune, E. Macario  
Colard, Capt. Macario  
Clarke, N. Macario  
Carrington, Sir John Macario  
Douglass, Mrs. M. E. Macario  
Dyson Macario  
Dederich, J. Macario  
Demate, A. P. Macario  
Drowd, P. Macario  
Drewell, A. Macario  
Dresdale, A. B. Macario  
Esposito, E. Macario  
Eschauer, P. Macario  
Engert, M. Macario  
Eck, H. Macario  
Eakin, E. Macario  
Ewing, Rev. J. Macario  
Elihu, T. S. Macario  
Fitzsimmons, C. A. Macario  
Fleming, G. Macario  
Farr, A. J. M. Macario  
Frankland, A. Macario  
Forrest, M. P. Macario  
Fernandes, J. M. Macario  
Ferreira, E. Macario  
Flying Jordans Macario  
Foster, F. Macario  
Flint, O. M. Macario  
Gaird, A. V. Macario  
Galbraith, J. Macario  
Groat, L. W. Macario  
Guthrie, J. R. Macario  
Grey, C. E. Macario  
Goffrey, H. Macario  
Gitten, Mrs. Macario  
Grecke, A. Macario  
Geary, Sir W. N. Macario  
Groves, F. W. Macario  
Guthrie, E. Macario  
Hermann, H. Macario  
Heaton, T. Macario  
Holdsworth, S. Macario  
Hainan, A. Macario  
Haber Macario  
Hunter, J. A. Macario  
Hobbs, W. Macario  
Horwitz Macario  
Hamilton, A. Macario  
Hartley, A. W. Macario  
Huckle, F. Macario  
Haman, J. W. Macario  
Hastings, R. Macario  
Hoskins Macario  
Hogg, Miss Macario  
Hermann, J. S. Macario  
Jarvey, J. Macario  
Johnson, J. Macario  
Johnston, B. H. Macario  
Jephson, Capt. J. Macario  
Jarvis, A. C. Macario  
Jones, W. R. Macario  
Jannoi Macario  
Jarvey, J. Macario  
Jones, L. Macario  
Jones, Thos. Macario  
Johnston, R. C. R. Macario  
James, C. G. Macario  
Kaler, M. Macario  
Keebin, H. Macario  
Kappis, W. A. Macario  
Kissersent, Smith Macario  
Kahweiler, S. Macario  
Kelly, T. Macario  
Kaiser, H. W. Macario  
Laura, A. Macario  
Luz Macario  
Little, Mrs. A. Macario  
Liv, P. Macario  
Lorenson, M. Macario  
Lever, S. Macario  
Lingane, J. Macario  
Leslie, M. H. Macario  
Eimerfeld Macario  
Lee, T. Macario  
Lang, R. W. Macario  
Leang, M. V. Macario  
Lanning, G. H. D. D. Macario

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## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
TIENSIN	"KIUKIANG"	27th instant.
STOW, AMOY, CPOO and NEWCHWANG.	"ORANGSHA"	28th instant.
SHANGHAI	"TAIHA"	3rd October.
	"WUJUNG"	4th October.
	"SUNGKANG"	5th October.
MANILA	"KAIPOHNG"	8th October.
ILDOLO and CEBU	"ORINGTU"	12th October.
MANILA		
PORT DARWIN, THURSDAY ISLAND,		
COOKTOWN, TOWNSVILLE, BRIS-		
BANE, SYDNEY and MELBOURNE.		

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
AGENTS.

## OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"NESTOR"	1st October.
"	"LAERTES"	9th "
"	"DARDANUS"	15th "
"	"MACHAON"	23rd "
"	"PROMETHEUS"	28th "
"	"ACHILLES"	6th November.

## HOMEWARDS.

FOR LONDON.	STEAMERS.	DUE.
"AJAX"		1st Oct., 1901.
"PYRRHUS"		15th "
"CALCHAS"		29th "
"NESTOR"		12th Nov., "
"MACHAON"		26th "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES)		15th Oct., 1901.
"ULYSSES"		15th Nov., "
"DARDANUS"		29th "

For Freight, apply to

**BUTTERFIELD & SWIRE,**  
Agents, O. S. S. Co.

## NIPPON YUSEN KAISHA.

## FOR MANILA.

THE Company's Screw Steamship

"ROSETTA MARU," (3,441 Tons Gross; Captain N. Tai), will be despatched for the above Port, on FRIDAY, the 27th instant, at 4 P.M.

This Mail Steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, 20th September, 1901. [1038c]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR TIENSIN VIA SWATOW.

THE Company's Steamship

"LOKSANG," will be despatched as above on SATURDAY, the 28th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 21st September, 1901. [1039c]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Bonis, with Mails, Passengers, Cargo and Coal, will leave this Port for MARSEILLES via BOMBAY.

This steamer connects at COLOMBO with the s.s. *Tunkin*, which vessel takes on her Passengers and Mails leaving that Port on the 10th October, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 6th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 23rd September, 1901. [1004c]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA MOJIL KOBE, YOKOHAMA and HONOLULU, on or about THURSDAY, the 10th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [1032c]

Hongkong, 24th September, 1901.

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJIL KOBE, YOKOHAMA and HONOLULU, on or about THURSDAY, the 10th October.

Through Bills of Lading issued to any point in the United States.

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For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [1032c]

Hongkong, 24th September, 1901.

## Shipping.

## STEAMERS.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship

"HAILONG,"

Captain Balthurst, will be despatched for the above Port, TO-MORROW, the 26th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 23rd September, 1901. [1051c]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE)

THE Company's Steamship

"CARINTHIA,"

Captain Marochino, will be despatched as above TO-MORROW, the 26th instant, P.M.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 21st September, 1901. [934c]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain Rolfe, will be despatched as above on FRIDAY, the 27th instant, at 5 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 24th September, 1901. [1049c]

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 1st October, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 24th September, 1901. [1037c]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 9th October, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd September, 1901. [321c]

## SHEWAN, TOMES &amp; CO.'S NEW YORK LINE.

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA,"

Captain F. F. Bement, will be despatched for the above Port, on the 15th December, 1901.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 24th September, 1901. [1052c]

## SAILING VESSEL.

## FOR NEW YORK.

THE 3/4 A. I. American ship

"MANUEL LLAGUNA,"

will load during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 8th July, 1901. [727c]

## Consignees.

## STEAMSHIP "LAOS."

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Ortega*, from Havre ex s.s. *Ortega*, and from Bordeaux ex s.s. *Ville d'Arras*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 24th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining, unclaimed after TUESDAY, the 1st October, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st October, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 1st October, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 24th September, 1901. [1004c]

## "BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "RICHMOND CASTLE," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned, on or before the 1st October, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED, Agents.

Hongkong, 24th September, 1901. [1053c]

## Intimations.

## WOOD'S VICTORIAN BUTTER.

THE Undersigned begs to notify the Public that he has This Day sold by Public Auction, a quantity of DAMAGED BUTTER in 1 lb and 2 lb Tins.

The Tins have been marked with a Cross, scratched on the Cow's Head.

GEO. P. LAMMERT.

Sole Agent for Wood's Victorian Table Butter in China, Japan and the Philippine Islands.

Hongkong, 23rd September, 1901. [1046c]

## NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,

5, D'Aguiar Street.

Hongkong, 27th April, 1900. [14]

## THE THIRD GYMKHANA MEETING.

Below we give the programme and list of entries in the Gymkhana Meeting to be held on Saturday next. The number of competitors entered is excellent and reflects great credit on the events selected by Mr. Godfrey, C. C. Master to be contested. The great trouble in a series of meetings of this sort is to sustain the interest by having fresh tests at each gathering, and this trouble has been overcome by the originality of the Hon. Secretary. Competitors are asked particularly to be ready for each event they enter for so that there will be no delays. The arrangements are as perfect as care and attention can make them and visitors will understand that apart from the refreshments provided by Messrs. Madar and Farmer in the *Paris Mutuel* building, there is tea, coffee, &c., to be had upstairs at the invitation of the Gymkhana Committee. The novelty of the day will be the Eclipse Stakes, valued at 10,000, and so that there should be no mistake as to the value of the prize it will be paid in cash. All the best horses of the present and the past are entered and a good race should ensue, our fancy being one of the three limit entries. The drum and file band of the R. W. F. will be in attendance.

PROGRAMME.

Under the patronage of His Excellency Sir Henry Arthur Blake, G.C.M.G.; His Excellency Major General Sir William Gascoigne, K.C.M.G.; Commodore F. Powell, R.N., C.B.

Committee:—The Hon. J. J. Bell-Irving, The Hon. C. P. Chater, C.M.G.; Colonel Collard, D.A.A.C.; W. A. Cruickshank, Esq.; V. A. Caesar Hawkins, Esq.; T. F. Hough, Esq.; Captain Loring, R.A.; G. C. C. Master, Esq.; H. P. White, Esq.

Judges:—The Hon. J. J. Bell-Irving and H. P. White, Esq.

Hon. Treasurer:—W. A. Cruickshank, Esq.

Hon. Secretary:—Godfrey C. C. Master.

By kind permission of Colonel the Hon. R. H. Bertie and the Officers, Royal Welsh Fusiliers, the Drums and Pipes of the Regiment will attend.

EVENTS.

The following is the programme:—

THREE QUARTERS OF A MILE—Handicap for all horses and ponies.—Four to start or the race to be declared void. Cup presented by the Hon. C. P. Chater. Second to receive \$15.

Mr. P. A. Cox's Lady Mary, 13st 5lbs

Mr. Gunner's Favorite Rose, 11st 5lbs

Mr. David's Loyalist, 10st 12lbs

Capt. Warren's Kangaroo, 10st 2lbs

Mr. Lewis' Innocent, 9st 8lb

Hon. T. H. Whitehead's Guy Fawkes, 8st 8lbs

TEXT PRACING.—Three runs each at a single peg.—Points will be given for style and pace. Cup presented by Sir Thomas Jackson.

Mr. E. M. Bishop Mr. A. Campbell Mac-

Millan

Mr. P. A. Cox Mr. A. C. Murray



## NOT AND A.

## CALENDAR.

## SEPTEMBER.

Meteorological means based on fifteen years' observations to 1895.

Barometer ..... 29.755  
Thermometer ..... 81.0  
Humidity ..... 83.  
Rainfall ..... 13.482

## TO-DAY.

## WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.  
Barometer ..... 29.94 29.83  
Temperature ..... 84. 85  
Humidity ..... 68 64  
Rainfall ..... —

## TO-DAY.

Wednesday, 25th September, 1901.  
Chinese—13th of 8th moon of 27th year of Kwang-shi.  
Sun—Rises ..... 5hr. 5min.  
Sets ..... 5hr. 5min.  
High water—Morning ..... 5hr. 5min.  
Afternoon ..... 7hr. 30min.  
Low water—Morning ..... 0hr. 0min.  
Afternoon ..... 1hr. 0min.  
ANNIVERSARIES.  
1848—Hungarian War of Independence commenced.  
1857—Relief of Lucknow by Havelock.  
1870—Siege of Paris commenced.  
1900—Collapse of a building in Hollywood Road: two killed, four seriously injured.

## TO-MORROW.

Thursday, 26th September, 1901.  
Chinese—14th of 8th moon of 27th year of Kwang-shi.  
Sun—Rises ..... 5hr. 5min.  
Sets ..... 5hr. 5min.  
High water—Morning ..... 5hr. 5min.  
Afternoon ..... 7hr. 30min.  
Low water—Morning ..... 0hr. 0min.  
Afternoon ..... 1hr. 0min.  
ANNIVERSARIES.  
1841—Transport *Nerbudda* wrecked on the coast of Formosa.  
1881—Typhoon on coast of southern Japan, in which British steamer *Ethel*, one day out from Nagasaki, is supposed to have foundered with twenty-six Europeans.

## AGENDA.

## TO-MORROW.

A. L. S. N. Co.'s steamer *Carinthia* leaves for Singapore and Bombay.  
10 a.m.—D. Co.'s steamer *Hailong* leaves for Swatow.

## FRIDAY, 27th.

A. L. S. N. Co.'s steamer *Carinthia* leaves for Singapore and Bombay.  
4 p.m.—N. Y. K. steamer *Rosella Maru* leaves for Manila.  
5 p.m.—I. C. S. N. Co.'s steamer *Yuenang* leaves for Manila.

## SATURDAY, 28th.

Noon—P. & O. Co.'s steamer *Chusan* leaves for Bombay.  
Noon—Ordinary Meeting of Shareholders of the Douglas Steamship Co., at the Company's office.  
3 p.m.—I. C. S. N. Co.'s steamer *Lokang* leaves for Tientsin via Swatow.

## SUNDAY, 29th.

O. S. K. Co.'s steamer *Daijin Maru* leaves for Tamsui via Swatow and Amoy.

## TUESDAY, October 1st.

3 p.m.—D. S. Co.'s steamer *Lightning* leaves for Calcutta.  
Cargo ex *Richmond Castle* subject to rent.

## WEDNESDAY, 2nd.

O. S. K. Co.'s steamer *Maiduru Maru* leaves for Anping, via Swatow and Amoy.

## MONDAY, 7th.

1 p.m.—M. M. Co.'s steamer *Natal* leaves for Marseilles via Bombay.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—  
August 26th.  
Capt. Davis has resumed command of the *Haitian*.  
Mr. Evans, chief officer, has returned to the *Haitian*.  
Mr. Short, 2nd officer of the *Haitian*, has returned to that ship.

August 30th.  
Captain W. Passmore has taken over the command of the *Haitian*.  
Mr. Walters has joined the *Haitian* as 3rd engineer.

September 11th.  
The officers of the *Flammarion* (Capt. F. Eichbaum) are:—chief officer W. Schaake, and E. Lehmann, chief engineer M. Biese, and C. Petersen, 3rd H. Brandt, assistant engineer, H. Dittmann.

September 20th.  
Mr. D. Bowie is acting 2nd officer of the *Haitian* vice Mr. Short on leave.  
Mr. Attwood has joined the same ship as 3rd officer.

September 23rd.  
The officers of the s.s. *Diamante* (Capt. Rattenbury) are:—chief officer A. J. Motley, and A. Fraser, 3rd F. M. Turner, chief engineer J. Hill, and J. Potts, 3rd D. Wilson, doctor S. Castro.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

English (Bengal) to-morrow.  
American (Gaelic) to-morrow.  
Canadian (*Empress of China*) 30th inst.  
Indian (*Kamsang*) 1st prox.  
German (*Sachsen*) and prox.  
German (*Preussen*) and prox.  
American (*Hongkong Maru*) 2nd prox.  
American (*China*) 10th prox.  
American (*Doric*) 18th prox.

The P. & A. S. Co.'s steamer *Indrapura* sailed from Moul last evening for Hongkong.

The E. & O. S. N. Co.'s steamer *Tientsin* left Singapore for this port on the 25th inst. at 4 p.m.

The D. & Co.'s steamer *Hillgren* left New York for Straits, Hongkong, China, and Japan on the 22nd inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* arrived at Kobe at 8 a.m. to-day, the 25th inst., and left again at 9 a.m. same day for Shanghai where she is due to arrive at 1 a.m. on Saturday the 28th inst.

## HONGKONG AND WHAMPOA DOCK RETURNS.

*Georges Valentine* at Kowloon Dock.  
*Victoria* " " "  
*Zafiro* " " "  
*Clara* " " "  
*Alcoa* " " "  
*Changsha* " " "  
*Canton River* " " "  
*Charterhouse* " " "  
*Munchen* " " "

## SWATOW WEEKLY SHIPPING REPORT.

(September 21st, 1901.)

ARRIVALS.  
Date. Vessel. Where from. Agents.  
Sept. 19. *Whampoa* Hongkong. R. & S. Co.  
19. *Laimun* Hongkong. J. M. & Co.  
19. *Singan* Hongkong. J. M. & Co.  
19. *Daijin Maru* Amoy. J. M. & Co.  
19. *Pakshan* Amoy. J. M. & Co.  
19. *Haitan* Hongkong. J. M. & Co.  
19. *Wongang* Hongkong. J. M. & Co.  
19. *Maiduru Maru* Amoy. J. M. & Co.  
19. *Yuenang* Hongkong. J. M. & Co.  
19. *Changsha* Hongkong. J. M. & Co.  
19. *Choyang* Hongkong. J. M. & Co.

DEPARTURES.  
Date. Vessel. Destination. Agents.  
Sept. 19. *Hongwan* Singapore & Penang. R. & S. Co.  
19. *Whampoa* Hongkong. R. & S. Co.  
19. *Laimun* Hongkong. J. M. & Co.  
19. *Singan* Hongkong. J. M. & Co.  
19. *Daijin Maru* Amoy. J. M. & Co.  
19. *Pakshan* Amoy. J. M. & Co.  
19. *Haitan* Hongkong. J. M. & Co.  
19. *Wongang* Hongkong. J. M. & Co.  
19. *Maiduru Maru* Amoy. J. M. & Co.  
19. *Yuenang* Hongkong. J. M. & Co.  
19. *Changsha* Hongkong. J. M. & Co.  
19. *Choyang* Hongkong. J. M. & Co.

## VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H. Irving, Mr. E. A.  
Andrew, Mr. D. A. Jewett, Mrs.  
Angus, Mrs. Johansen, Mr. and Mrs.  
Arnold, Mr. H. Joseph, Mr. and Mrs.  
Bailey, Mr. W. S. E. S.  
Barlow, Mr. B. J. Katsch, Mr. E. A.  
Bell, Mr. J. T. Kien, Mr. and Mrs. F.  
Black, Mr. J. Langhorne, Mr. M. M.  
Bonner, Mr. A. Lazarus, Mr. N.  
Brown, R. E., Major W. Little, R. E., Major  
Bullard, Mrs. W. H. T. Long, Mr. & Mrs. D. M.  
Bullard, Master B. T. Macdonald, Mr. D.  
Busstow, Mr. Mackie, Mr. Gbrdon  
Cameron, Mr. D. H. Marlow, Mr.  
Carre, Mr. R. McLellan, Mr. and  
Clark, Dr. Mrs. E. E.  
Cole, Mr. G. E. Michael, Mr. S. J.  
Colombo, Mr. G. Mora, Mr. and Mrs.  
Colson, Mr. J. S. Parfitt, Mr. W.  
Cook, Mr. John Pearce, Dr. W. W.  
Cylindar, Mr. M. Piry, Mr. S. D.  
Denroche, Mr. P. C. Pitcher, Mr. A. J.  
Devilbiss, Mr. D. M. Price, Mr. H.  
Discombe, Mr. G. L. Quennell, Lieut. W. A.  
Dorehill, R. A., Major Reel, Dr. L. R.  
Dunsford, Capt. & Mrs. Reid, Mr. A.  
and child Robertson, Mr. W. R.  
Dyson, Major P. S. Rouse, Miss  
Edwards, Mr. F. W. Schout, Mr. C.  
Fernald, Mr. and Mrs. Sergeant, Mr. P. W.  
Field, Mr. A. G. Simpson, Mr. A. E.  
Fischer, Mr. Smith, Mr. T. J.  
Franklin, Mr. and Mrs. Smithers, Mr. R. G.  
Gibson, Mr. Kennedy Snewin, Mr. E. A.  
Glover, Mr. C. Stafford, Mr. T. C.  
Grant, Mr. John Taylor, Mr. D. G.  
Guignard, Mr. E. Thomson, Dr. and Mrs.  
Hamilton, Mrs. J. C. and child  
Harford, Capt. Tibbey, Mr. H. M.  
Hawkins, Mr. J. A. Trobe, Mr. N. G.  
Heckford, Mr. R. G. Wakeman, Mr. G. H.  
Houten, Mr. J. van Watts, Mr. and Mrs.  
Howard, Mr. Thos. Frank W.  
Howkins, Mr. and Mrs. Whitley, Mr. W. J. G.  
H. L. Whitten, Mrs.  
Hughes, Mr. W. K. Woolen, Mr. J. J.  
Huke, Mr. A. N. Young, Mr. E. S.  
Innes, Capt.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Bacon, Miss Jeffries, Mr. H. N.  
Baulton, Mr. J. F. Lee, Mr. J. E.  
Beattie, Mr. James Martin, Mr. R.  
Bonner, Mr. J. W. C. May, Mr. A. J.  
Brawn, R. E., Col. L. F. McDermott, Mr. A. P.  
Brayne, Mr. H. F. R. McMillan, Mr. & Mrs.  
Brusse, Mr. G. Miller, Mr. and Mrs.  
Collard, Col. A. W. Perrot, R. A. Colonel  
Crookenden, Col. Pitt, Mr. John R.N.  
Dane, Mr. George H. Pollock, Hon. H. E.  
Davies, Mr. W. Ousindoff, Mr. M.  
Detrick, Mr. and Mrs. Rumsey, R.N., Hon.  
and children R. Murray  
Dirke, Capt. and Mrs. Sawyer, Mrs.  
Dixon, Mr. F. Sinclair, Mr. A.  
Elliott, Mrs. Stokes, Mr. A. G.  
Ezekiel, Mr. J. S. Thomson, Mr. J. S.  
Forbes, Mr. Andrew Wheeler, Mr. W. H.  
Fraser, Mr. and Mrs. Wilgess, Mr. W. T.  
H. W. Wilson, Mrs. W. and  
Graham, Mr. D. M. child  
Gunprecht, Dr. Wright, Mr. and Mrs.  
Hamilton, Major H. Taylor  
Jameson, Mr. Philips

## CRAIGIEBURN.

Bells, Mr. H. Helms, Mr. W.  
Brown, Mr. and Mrs. Langlands, A.O.D.  
H. Matheson Capt. and Mrs. P.  
Crouch, Mr. J. W. Pye, Mr. E. Burns  
Edwards, Mr. G. H. Scott, Mrs. James  
Farrow, Capt. J. Sisters, Govt. Civil  
Grimble, Mr. & Mrs. G. Hospital  
Hamilton, Capt. and Surplice, Mr. and Mrs.  
Mrs. C. E. F. R. C.  
Heemskerck, Mr. J. J. B.

## KOWLOON HOTEL.

Connally, Miss K. Holden, Mr. Geo. H.  
Fernandez, Mr. & Mrs. Holden, Capt. H. N.  
J. B. Nobbs, Prof. A. P.  
Harges, Mr. Herm. Riegen, Mr. V.  
Harman, Mr. T. O. B. Schmil, Mr. C.

## OPIUM QUOTATIONS.

Hongkong, 25th September.

To-day's quotations are as follows:—  
BENGAL—New Patna @ \$930  
New Benares @ 910  
Old Benares @ 940 nom.  
Old Patna @ 970

Per picul.  
MALWA—This and last year's new @ \$860/70  
2 1/2 years old @ 880/00  
4 1/2 years old @ 900/00  
5 years old @ 920/00  
PERSIAN—Fine quality @ 800/80

## THE SHARE MARKET.

## LATEST QUOTATIONS.

(SEPTEMBER 25th.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
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Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$602 1/2 sales
The Bank of China and Japan, Limited—(Preference)	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	£ 1	£0.55
National Bank of China, Limited	£ 8	\$28 buyers
Do.	£ 1	\$15 sellers

Marine Insurances.		
Union Insurance Society of Canton, Limited	\$ 50	\$340 sales
China Traders' Insurance Company, Limited	\$ 25	\$60 sellers
North China Insurance Company, Limited	£ 25	Tsels 192 1/2
Yangtze Insurance Association, Limited	£ 60	\$122 1/2
Canton Insurance Office, Limited	\$ 50	\$170 sellers
Straits Insurance Company, Limited	\$ 20	nominal

Fire Insurances.		
Hongkong Fire Insurance Company, Limited	\$ 50	\$340
China Fire Insurance Company, Limited	\$ 20	\$82 buyers

Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$34 1/2 buyers
Indo-China Steam Navigation Company, Limited	£ 10	\$134 buyers
China and Manila Steamship Company, Limited	\$ 50	\$59 sellers
Douglas Steamship Company, Limited	\$ 50	\$43 sales
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	nominal
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	nominal
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£ 7.10	nominal
Star Ferry Company, Limited	\$ 10	\$24 1/2 buyers
"Shell" Transport and Trading Company, Limited	£ 1	£2 12/6 sellers

Refineries.		
China Sugar Refining Company, Limited	\$ 100	\$150
Luzon-Sugar Refining Company, Limited	\$ 100	\$36 sellers

Mining.		
Punjom Mining Company, Limited	\$ 9	\$5 sellers
Punjom Mining Preference Shares	\$ 1	\$1.25
Société Française des Charbonnages du Tonkin	Francs 250	\$325
Queen Mines, Limited	Cents 25	5 cents
Jebebu Mining and Trading Company, Limited	£ 18s. 10d.	\$42 buyers
Raub A'lan Gold Mining Company, Limited	\$ 5	\$124 buyers
Olivers Freehold Mines, Limited A	\$ 5	nominal
Olivers Freehold Mines, Limited B	\$ 5	nominal

Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited	\$ 50	\$27 1/2 sales
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$99 sellers
Wanchai Warehouse and Storage Company, Limited	\$ 37 1/2	nominal
New Amoy Dock Company, Limited	\$ 61	\$25 buyers

Lands, Hotels and Buildings.		
China Provident Loan and Mortgage Company, Limited	\$ 10	\$97 1/2
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$100
Kowloon Land and Building Company, Limited	\$ 30	\$31 buyers
West Point Building Company, Limited	\$ 50	\$54 buyers
Hongkong Hotel Company, Limited	\$ 50	\$126
Oriente Hotel Company, Limited	\$ 50	\$55 buyers
Humphrey's Estate and Finance Company, Limited	\$ 10	\$13 1/2 sales

Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 20	\$14 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Tsels 100	Tsels 40
International Cotton Manufacturing Company, Limited	Tsels 100	Tsels 30
Lau-kung-mow Cotton Spinning and Weaving Company, Limited	Tsels 100	Tsels 45
Soy Chee Cotton Spinning Company, Limited	Tsels 500	Tsels 300
Yahlong Cotton Spinning Company, Limited	Tsels 100	Tsels 10

Cigar Companies.		
Alhambra, Limited	\$ 500	\$1,000 nominal
Philippine Tobacco Trust Co., Limited	\$ 50	\$50 nominal

Miscellaneous.		
Green Island Cement Company, Limited	\$ 10	\$21 sales
China-Borneo Company, Limited	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$15 1/2 sales
Watkins, Limited	\$ 10	\$10 sales
Hongkong Electric Company, Limited	\$ 10	\$12 1/2 buyers
Hongkong Electric Company, Limited	\$ 5	\$6 1/2 sales
Hongkong and China Gas Company, Limited	£ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$17 1/2 buyers
Geo. Fenwick & Co., Limited	\$ 25	\$55 sellers
Hongkong Ice Company, Limited	\$ 25	\$163 buyers
Hongkong High-Level Tramways Company, Limited	\$ 100	\$275 buyers
Dairy Farm Company, Limited	\$ 50	\$8 buyers
Hongkong and China Bakery Company, Limited	\$ 10	\$50
Campbell, Moore & Co., Limited	\$ 10	\$20 buyers
Bell's Asbestos Eastern Agency, Limited	\$ 10	\$10
United Asbestos Oriental Agency, Limited	\$ 4	\$10
Tebrau Planting Company, Limited	\$ 5	\$2 sellers
Universal Trading Co., Limited	\$ 20	\$19 1/2 buyers
Hongkong Steam Water-boat Co., Limited	\$ 5	\$8 buyers
China Light and Power Co., Limited	\$ 20	\$20 sellers
Robinson Piano Co., Limited	\$ 50	\$50
Manila Investment Co., Limited	\$ 50	\$50 nominal

BENJAMIN, KELLY &amp; POTTS,

Share Brokers.

Telegraph Address—"Rialto"

Telephone No. 148.

## STEAMERS EXPECTED.

VESSEL'S NAME	FLAG & RIG	CAPTAIN	FROM	AGENTS	DUE
Gaelic	B str.	Wm. Finch	Shanghai	O. & O. S. S. Co.	To-morrow
Bengal	B str.	A. L. Valentini	Singapore	P. & O. S. N. Co.	To-morrow
Empress of China	B str.	R. Archibald, R.N.R.	Vancouver	C. P. R. Co.	Sept. 30th
Hongkong Maru	J str.	W. E. Filmer	San Francisco	P. M. S. S. Co.	Oct. 2nd
Sachsen	G str.	H. Supren	Colombo	Melchers & Co.	Oct. 2nd
Preussen	G str.	E. Ebn	Japan	Melchers & Co.	Oct. 2nd
China	A str.	W. B. Seabury	San Francisco	P. M. S. S. Co.	Oct. 10th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

## CHINA COAST METEOROLOGICAL REGISTER.

24TH SEPTEMBER, 1901, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.	WEATHER.
					DIRECTION.	FORCE.
Wladivostok	2 p.m.	—	—	—	—	—
Tokio	"	29.94	—	—	S	8
Kochi	"	29.87	—	—	E	2
Nagasaki	"	29.87	—	—	SW	4
Kagoshima	"	29.95	—	—	E	0
Taihu	1 p.m.	29.93	—	—	N	2
Taihu	"	29.87	—	—	W	6
Tainan	"	29.91	—	—	NE	4
Koshun	"	29.91	—	—	NW	4
Pescadores	"	29.91	—	—	—	—
Gutlaif	3 p.m.	29.95	85	67	SE	1
Sharp Peak	"	29.89	80	74	E	1
Amoy	"	29.91	85	58	SE	5
Swatow	"	—	—	—	—	—
Canton	"	29.88	94	61	SW	1
Hongkong	4 p.m.	29.87	84	69	SSE	1
Victoria Peak	"	—	—	—	N	2
Gap Rock	"	29.85	—	—	ESE	2
Macao	"	29.87	86	—	S	1
Haiphong	1 p.m.	—	—	—	—	—
Manila	4 p.m.	29.76	90	66	SW	2
Malate	3 p.m.	—	—	—	W	1
Bacolod	"	—	—	—	SW	2
Cebu	"	29.81	83	—	W	2
Cebu	"	29.80	83	—	W	0
Cape S. James	"	—	—	—	WNW	1

25TH SEPTEMBER, 1901, A.M.

Wladivostok	7 a.m.	—	—	—	—	—	—	—
Tokio	10 a.m.	—	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—	—
Taihoku	5 a.m.	29.91	—	—	—	—	0	—
Taichu	"	29.85	—	—	—	—	0	—
Tainan	"	29.86	—	—	E	—	2	—
Koshun	"	29.86	—	—	—	—	0	—
Pescadores	"	29.84	—	—	N	—	4	—
Gutzlaff	9 a.m.	30.02	74	76	N	—	1	—
Sharp Peak	"	29.92	82	73	—	—	0	—
Amoy	"	—	—	—	—	—	—	—
Swatow	"	—	—	—	—	—	—	—
Canton	"	29.94	84	83	W	—	—	—
Hongkong	10 a.m.	29.94	84	68	W	—	—	—
Victoria Peak	"	—	—	—	N	—	1	—
Cap Rock	"	29.93	—	—	SSE	—	1	—
Macao	"	29.94	88	—	SW	—	1	—
Haiphong	7 a.m.	—	—	—	—	—	—	—
Manila	10 a.m.	29.88	86	71	SW	—	1	—
Malate	9 a.m.	—	—	—	W	—	2	—
Bacolo	"	—	—	—	S	—	2	—
Iloilo	"	29.89	81	—	—	—	0	—
Cebu	"	29.87	83	—	SW	—	0	—
Cape S. James	7 a.m.	—	—	—	WNW	—	1	—



## Post Office.

1 Mail 11:30 a.m.

For Canton—Per *Hankow*, to-morrow, the 26th instant, at 7:30 a.m.  
 For Swatow—Per *Hailong*, to-morrow, the 26th instant, at 9 a.m.  
 For Bangkok—Per *Devonshire*, to-morrow, the 26th instant, at 9 a.m.  
 For Macao—Per *Heungshun*, to-morrow, the 26th instant, at 1:15 p.m.  
 For Shanghai—Per *Loongmoon*, to-morrow, the 26th instant, at 2 p.m.  
 For Kuching—Per *Kachidate Maru*, to-morrow, the 26th instant, at 3 p.m.  
 For Kuching and Samahai—Per *Tung-kong*, to-morrow, the 26th instant, at 3 p.m.  
 For Chefoo and Newchwang—Per *Hermann*, to-morrow, the 26th instant, at 3 p.m.  
 For Shanghai—Per *Calcutta*, to-morrow, the 26th instant, at 3 p.m.  
 For Singapore and Bombay—Per *Carinthia*, to-morrow, the 26th instant, at 3 p.m.  
 For Kobe and Yokohama—Per *Yubaki Maru*, to-morrow, the 26th instant, at 3 p.m.  
 For Canton—Per *Potomac*, to-morrow, the 26th instant, at 5 p.m.  
 For Taku—Per *Eridan*, on Friday, the 27th instant, at 11 a.m.  
 For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Ratilla Maru*, on Friday, the 27th instant, at 11 a.m.  
 For Tientsin—Per *Kidling*, on Friday, the 27th instant, at 4 p.m.  
 For Europe, via India, via Taitoria—Per *Chusan*, on Saturday, the 28th instant, at 11 a.m.  
 For Swatow and Tientsin—Per *Loongmoon*, on Saturday, the 28th instant, at 2 p.m.  
 For Chefoo and Newchwang—Per *Calcutta*, on Saturday, the 28th instant, at 4 p.m.  
 For Singapore, Penang and Calcutta—Per *Lightning*, on Tuesday, the 1st Oct., at 11 a.m.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Gulf*, on Wednesday, the 2nd Oct., at 11 a.m.  
 For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Arctic*, on Thursday, the 3rd Oct., at 10 a.m.  
 For Europe, via India, via Taitoria—Per *Frederick*, on Thursday, the 3rd Oct., at 11 a.m.  
 For Shanghai—Per *Tsina*, on Thursday, the 3rd Oct., at 4 p.m.  
 For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Strathgyle*, on Thursday, the 10th Oct., at 3 p.m.  
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Chingta*, on Saturday, the 12th Oct., at 4 p.m.

## EXCHANGE.

Hongkong, 25th September.  
 ON LONDON, Telegraphic Transfer ..... 1/11 1/2  
 Bank Bills, on demand ..... 1/11 3/4  
 Credits, 4 months' sight ..... 1/11 9/16  
 Debits, 4 months' sight ..... 1/11 11/16  
 ON BERLIN, (demand) ..... M. 1/9  
 ON PARIS, Bank Bills, on demand ..... 4/4  
 Credits, 4 months' sight ..... 4/4 1/2  
 ON NEW YORK, Bank Bills, on demand ..... 4/4  
 Credits, 30 days' sight ..... 4/4 1/2  
 ON BOMBAY, Telegraphic Transfer ..... 1/4 1/2  
 On demand ..... 1/4 1/2  
 ON SHANGHAI, Telegraphic Transfer ..... 7/3  
 Private, 30 days' sight ..... nom.  
 ON YOKOHAMA, T.T. ..... 5 1/2 prem.  
 Sovereigns, Bank's Buying Rate ..... 510.32  
 Gold Leaf 100 touch, per tael ..... 53.30  
 Bar Silver ..... 26 15/16  
 Dollars ..... nom.

## RIVER STEAMERS, BOATMEN, AND LOCHAS.

*Fatshan*, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.  
*Hon-nan*, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.  
*Powan*, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.  
*Hankow*, British steamer, 2,152, C. V. Lloyd, Butterfield & Swire.  
*Hoi-long*, Chinese steamer, 409 tons, Captain Chi Wo & Co.  
*Tai-on*, British steamer, 728, J. Lawrence, Tai On Steamship Co.  
*Pak Kong*, British steamer, Kwong Wan S.S. Co.  
*Kong Nam*, British steamer, T. Austin, R.N.R., Chinese Owned.

## Hongkong and Macao.

*Heungshun*, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.  
 Macao and Canton.  
*Lungshun*, British steamer, 1,41, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.  
*Kiangtung*, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

## Canton and West River.

*Lungshun*, British steamer, 1,41, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.  
*City of Whampoa*, Chinese steamer, 40, Ah Yon.  
*Sun Chow*, Chinese steamer, Ah Yon.

## Hongkong and West River.

*Salkong*, British steamer, 259, D. Howie, Kwong Wang Steamship Co.  
*Chung Kong*, Y. Kun, 58, Kwong Wan S.S. Co.  
*Kwai Lum*, British steamer, Kai Hing & Co. Ltd., American lorch.  
*Nanning*, British steamer, J. Lossius, Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.

## Lorchas and Schooners.

*Kutling*, lorch, 160, Reynolds, Hongkong to Canton, Hong Kong Sing.

## VESSELS IN PORT.

## Steamers.

*ALGOA*, British steamer, 1,252, Hansford, 24th Sept., Seattle 1st Aug., and Manila 21st Sept., Hemp—Doddwell & Co., Ltd.  
*APENRADE*, German steamer, 611, H. Lorenzen, 21st Sept., Hoihow 20th Sept., General.—Butterfield & Swire.  
*CALCUTTA*, British steamer, 4,278, T. Bartlett, 23rd Sept., Singapore 18th Sept., General.—Butterfield & Swire.  
*CARINTHIA*, Austrian steamer, 1,734, Marochino, 24th Sept., Shanghai 21st Sept., General.—Sand & Weller & Co.  
*CHANGSHU*, British steamer, 1,462, T. Moore, 12th Sept., Shanghai 9th Sept., General.—Butterfield & Swire.  
*CHARTERHOUSE*, British steamer, 1,278, Jolin, 20th Sept., Singapore 13th Sept., General.—Joo Tek Sang.  
*CHEUNG CHEW*, British steamer, 1,213, H. C. D. Frampton, 24th Sept., Penang and Singapore 17th Sept., General.—Chinese.

*CLARA*, German steamer, 675, Ulderup, 22nd Sept., Hoihow 20th Sept., General.—Jessen & Co.  
*DEVONSHIRE*, German steamer, 1,837, H. Taylor, 20th Sept., Swatow 19th Sept., General.—Butterfield & Swire.  
*ELCANO*, American steamer, 501, R. de Alencastre, 3rd Sept., Manila 3rd Aug., Ballast.—Holland & Co.  
*HAIRONO*, British steamer, 784, H. Bathurst, 24th Sept., Haiphong 22nd Sept., Rice.—Douglas, Lapraik & Co.  
*HERMAN MENZEL*, German steamer, 1,125, Shilt, 18th Sept., Newchwang 12th Sept., Beans.—E. A. Trading Co.  
*KOH-SI-CHANG*, German steamer, 1,291, Leuss, 21st Sept., Bangkok 14th Sept., General.—Butterfield & Swire.  
*LIGHTNING*, British steamer, 2,142, J. G. Speace, 20th Sept., Calcutta 31st Aug., Penang and Singapore 14th Sept., General.—David, Sassoon Sons & Co.  
*LOONGMOON*, German steamer, 1,245, R. Schuldt, 9th Sept., Canton 9th Sept., General.—Siemssen & Co.  
*LOOSOK*, German steamer, 1,020, T. Fuchs, 23rd Sept., Bangkok 16th Sept., Rice.—Butterfield & Swire.  
*MACDUFF*, British steamer, 1,882, R. Glegg, 22nd Sept., Moji 15th Sept., Coal.—Doddwell & Co., Ltd.  
*PIRA NANG*, German steamer, 1,021, Mangelsdorff, 24th Sept., Bangkok and Koh-si-chang 17th Sept., Rice and Wood.—Butterfield & Swire.  
*ROSETTA MARU*, Japanese steamer, 2,402, N. Tate, 24th Sept., Yokohama via Ports 17th September, General.—Nippon Yusen Kaisha.  
*SHANGHAI*, German steamer, 1,684, H. Ribbelmund, 23rd Sept., Manila 20th Sept., Ballast.—Melchers & Co.  
*TAKSANG*, British steamer, 977, W. P. Baker, 22nd Sept., Bangkok 16th Sept., General.—Jardine, Matheson & Co.  
*TRIGONIA*, British steamer, 1,069, Powell, 20th Aug., Shanghai 10th Aug., Kerosine.—Arnhold, Karberg & Co.  
*VICTORIA*, American steamer, 2,112, J. Pantan, 1st Aug., Tacoma, U.S.A. 3th July, General.—Doddwell & Co., Ltd.  
*VICTORIA*, Swedish steamer, 989, J. A. Hillberg, 22nd Sept., Java 11th Sept., General.—E. A. Trading Co.  
*YUEN-SANG*, British steamer, 1,123, P. H. Rolfe, R.N.R., 24th Sept., Manila 20th Sept., General.—Jardine, Matheson & Co.

## Sailing Vessels.

*CELESTE BURRILL*, British ship, 1,764, C. A. Trefry, 29th May, Manila 9th Aug., Ballast.—Order.  
*GEO. VALENTINE*, French bark, 766, Harbert, 23rd Aug., Haiphong 15th Aug., Ballast.—Order.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 25th, 1901.  
*Alacrity*, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easlake, Wei-hai-wei.  
*Albion*, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewett, Hongkong.  
*Algerine*, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai.  
*Arethusa*, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starling, Wosung.  
*Argonaut*, 1st-class cruiser, 11,000 tons, 15,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.  
*Asiatic*, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Amoy.  
*Aurora*, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.  
*Barfleur*, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Sir G. J. S. Warrender, Bart, Nagasaki.  
*Blenheim*, 1st-class cruiser, 9,000 tons, 12 guns, 12,411 i.h.p., Capt. Henderson, C.M.G., Taku.  
*Bramble*, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.  
*Brisk*, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander Sir B. Bourchier Wrey, Bart, Singapore.  
*Britannia*, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.  
*Daphne*, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.  
*Dido*, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.  
*Edinburgh*, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. Stokes, Amoy.  
*Endymion*, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Esq., coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.  
*Fame*, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.  
*Firebrand*, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Beaty Rowall, Taku.  
*Glory*, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. Carter, Wei-hai-wei.  
*Goliath*, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.  
*Hart*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.  
*Handy*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Hardy.  
*Humber*, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.  
*Isis*, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, M.V.O., Hongkong.  
*Janus*, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.  
*Ocean*, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon, Howe, C.B., C.M.G., C.D., Wei-hai-wei.  
*Orlando*, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.  
*Orter*, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Com. C. P. Mansel, Taku.  
*Phaethon*, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Canton.

*Pique*, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, Hongkong.  
*Pique*, twin screw, 2nd-class cruiser, 4,000 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.  
*Plover*, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. U. V. de M. Cowper, Shanghai.  
*Rambler*, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.  
*Redpole*, 1st-class gunboat, 835 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.  
*Robin*, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.  
*Rosario*, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. C. Hamilton, Singapore.  
*Sandpiper*, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Carr, West River.  
*Snipe*, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.  
*Swift*, 2nd-class gunboat, 750 tons, 6 guns, 870 i.h.p., in reserve Hongkong.  
*Taku*, torpedo-boat destroyer, 250 tons, in reserve Hongkong.  
*Talbot*, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Wei-hai-wei.  
*Tamir*, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.  
*Terrible*, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.  
*Tweed*, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.  
*Waterwitch*, surveying-ship, 620 tons, 450 i.h.p., Lieut.-Comdr. Lyne, Shanghai.  
*Whiting*, twin screw, torpedo-boat destroyer, 460 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, U.S.O., Wei-hai-wei.  
*Witmer*, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.  
*Woodcock*, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiating.  
*Woodlark*, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.  
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

## Miscellaneous.

*Aspern*, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.  
*Holland*, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.  
*Kaiserin Elisabeth*, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, Singapore.  
*Koningin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 9,000 i.h.p., Capt. J. P. Rossum, Swatow.  
*Leopard*, Austrian cruiser, 1,500 tons, Captain Müller, Saigon.  
*Liberal*, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.  
*Maria Theresa*, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bleg, Hongkong.  
*Piet Hein*, Dutch cruiser, 5 guns, 3,600 tons, 4,750 i.h.p., Capt. Janse, Taku.  
*Zaire*, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.  
*Zenta*, Austrian cruiser, 2,200 tons, Captain Runski, Singapore.

## FOREIGN MEN-OF-WAR ON THE GHINA AND JAPAN STATION.

*The Russian Squadron.*  
*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 h.p., Captain Jakowlew, at Nagasaki.  
*Admiral Nakhimoff*, Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 h.p., Capt. Vassilievsky, at Tientsin.  
*Albatross*, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.  
*Bobr*, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrowsky, at Taku.  
*Dimitri Donskoy*, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Shadrin, at Taku.  
*Gaidamak*, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbernikoff, at Taku.  
*Gremiatzky*, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.  
*Korietz*, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.  
*Mandjour*, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevich, at Tientsin.  
*Navarin*, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Venish, at Nagasaki.  
*Nayadnail*, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
*Olavsky*, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copronoff, at Shanghai.  
*Petrovskiy*, Russian battleship, 12,000 tons, 12 guns, Capt. Grevalis, at Nagasaki.  
*Polstava*, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.  
*Rostia*, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.  
*Rozhansk*, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komarov, at Singapore.  
*Rurik*, Russian flag-ship, 10,940 tons, armoured twin screw cruiser, 12 guns, 48 guns, 13,000 h.p., Capt. Haupt, at Fort Arthur.  
*Sevastopol*, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.  
*Silatch*, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.  
*Sisibsky*, Russian battleship, 10,900 tons, 14 guns, 8,500 i.h.p., Capt. Molias, at Taku.  
*Sivuch*, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
*Swaborg*, 1st class, Russian torpedo boat, 60 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.  
*Vladimir Monomach*, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.  
*Vostok*, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.  
*Vladik*, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.  
*Zabata*, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

## (1st and 2nd class.)

*Delphin*, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.  
*Forel*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Jantichich*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
*Kasata*, Russian torpedo boat, 350 tons, Capt. Murawjoff, at Shanghai.  
*Kita*, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.  
*Nargen*, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
*Novorossisk*, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.  
*Podorski*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Sitka*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Skat*, Russian torpedo boat, 350 tons, Captain Shmirnov, at Shanghai.

*Sharkian*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Snopkian*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
*Som*, Russian torpedo boat, 400, Capt. A. Gierzy, at Shanghai.  
*Steklan*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Syrskan*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Suzurs*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA.

## (SEA GOING.)

*Borzo*, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 12 knots.  
*Revel*, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.  
*Ussuri*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
 \* Flagship of Vice-Admiral Alexieff.  
 \* Flagship of Rear-Admiral F. V. Dubosoff.  
 \* Flagship of Rear-Admiral Reunoff.

## THE GERMAN SQUADRON.

*Bussard*, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.  
 \* First *Risamarck*, German flag-ship, 11,000 tons, 35 guns, Capt. Graf Lotke, at Taku.  
*Gefion*, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollman, at Amoy.  
*Geier*, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.  
 \* \* \* *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Wosung.  
*Hela*, German despatch-vessel, 2,000 tons, 12 guns, Capt. Rampold, at Wosung.  
*Hertha*, German cruiser, 6,000 tons, 30 guns, Capt. von Ueckem, at Shanghai.  
*Illia*, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Schamer, Practice.  
*Irene*, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.  
*Jaguar*, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fochow.  
*Kaiserin Augusta*, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gülich, at Amoy.  
 \* \* *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzenhoff, at Wosung.  
*Luchs*, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.  
*Schwabe*, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Haikow.  
*Seeadler*, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.  
*Tiger*, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstätt, at Shanghai.  
*Weissenburg*, German battleship, 10,100 tons, 40 guns, Capt. Holzeier, at Amoy.  
*Warth*, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.  
*W. Wilhelm*, German battleship, at Nagasaki.  
*No. 90*, German torpedo-boat, 320 tons, Capt. Hopfner, at Shanghai.  
*No. 91*, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.  
*No. 92*, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.  
 \* Flagship of His Excellency Vice-Admiral Bendemann.  
 \* Flagship of Rear-Admiral Geissler.  
 \* Flagship of Rear-Admiral Kirchhoff.

## THE FRENCH SQUADRON.

*Alouette*, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.  
*Amiral Charner*, 2nd-class cruiser, 4,800 tons, Capt. Baillie, en route Saigon.  
*Bengali*, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.  
*Bugard*, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 i.h.p., Capt. Deffère, at Shanghai.  
*Chateaufort Laubert*, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay, at Taku.  
*Luc*, at Fochow.  
*Comete*, gunboat, 600 tons, Capt. Lottel, at Canton.  
*Decidee*, gunboat, 600 tons, Capt. Maresubette, at Taku.  
 \* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.  
*Desbarres*, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saulne, at Shanghai.  
*Eure*, Saigois dispatch-transport, Capt. Vallée, at Saigon.  
*Friant*, gunboat, 693 tons, Capt. Adam, at Japan.  
*Guichen*, 1st-class cruiser, 8,277 tons, 24,000 i.h.p., 8 guns, Capt. de Surgy, en route Hong Kong.  
*Jean Bart*, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.  
*Kersaint*, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.  
*Lion*, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.  
*Pascal*, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.  
*Sizy*, 3rd class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.  
*Surprise*, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Kornef, at Shanghai.  
*Ville d'Alger*, 2nd class, 344 tons, Captain Boncompagni, at Hongkong.  
*Viper*, gunboat, 400 tons, Captain G. del Villeneuve, at Fochow.  
 \* Flagship of Vice-Admiral Courtejoles.

## THE AMERICAN SQUADRON.

*Albatross*, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.  
*Bennington*, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.  
*Brooklyn*, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.  
*Callao*, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.  
*Castine*, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.  
*Celle*, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forde, at Manila.  
*Concord*, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.  
*Culgoa*, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. I. W. Canlin, at Manila.  
*Don Juan de Austria*, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.  
*Glacier*, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.  
*Helena*, U.S. gunboat, 1,307 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.  
*Iris*, U.S. distilling-ship, 1,750 tons, 1,500 h.p., Capt. J. J. Menny, at Manila.  
*Rita de Luzon*, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.  
*Kentucky*, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.  
*Manila*, U.S. gunboat, 1,075 tons, 2 guns, 750 h.p., Comdr. A. P. Naro, at Manila.  
*Marblehead*, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Cheen, at Canton.  
*Monadnock*, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Fareholt, at Shanghai.  
*Monocacy*, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.  
*Monterey*, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong.  
*Nashville*, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.  
*New York*, U.S. cruiser, 4,083 tons, Capt. P. McCullam, at Manila.

*Oregon*, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Wosung.  
*Pitt*, U.S. gunboat, 892 tons, 4 guns, 1,995 h.p., Comdr. C. C. Cornwell, at Manila.  
*Princeton*, U